

MARITIME CONNECTICUT
DURING THE
AMERICAN REVOLUTION

LOUIS F. MIDDLEBROOK



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"Tall ships had souls, and flew'd with reason up the deeps."

HISTORY OF
MARITIME CONNECTICUT

DURING THE
AMERICAN REVOLUTION
1775 - 1783

BY LOUIS F. MIDDLEBROOK

VOLUME I



SALEM, MASSACHUSETTS
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DEDICATION

The bold desire for chance-taking, the continual pressure of peril, the extremity of daring, and the variety of means employed to advance and to achieve Independence during the American Revolution, no doubt contributed to the almost impelling Force that directed a large proportion of the Sons of Connecticut to the sea,—and to them this work is dedicated.

L. F. M.

In the "*Details of the Particulars of Service*" of *Sir George Collier, Commodore of the British Fleet* in New England Waters during the years 1776-1779 (page 96), is the following:

"NEW LONDON is a large and capital town, situated on the banks of a fine navigable river, at the entrance to the Sound, and not very distant from Rhode Island. The place was a famous receptacle for Privateers, and was thought on that account to injure the British trade as much as any harbour in 'America.'"

As to NEW HAVEN, he also said (page 92): "That place is a spacious and very considerable town; it has the largest university in America, and might with propriety be styled the *parent* and *nurse* of *rebellion*."

(*Broadside*)

By Commodore SIR GEORGE COLLIER, Commander of his Majesty's Ships and Vessels in North-America, & Major-General WILLIAM TRYON commanding his Majesty's Land Forces on a separate expedition.

ADDRESS to the INHABITANTS
of
CONNECTICUT.

THE ungenerous and wanton insurrection against the sovereignty of Great Britain, into which this colony has been deluded by the artifices of designing men for private purposes might well justify in you every fear which conscious guilt could form respecting the intentions of the present armament.

Your towns, your property, yourselves, lies within the grasp of that power whose forbearance you have ungenerously construed into fear, but whose lenity has persisted in its mild and noble efforts, even though branded with the most unworthy imputation.

The existence of a single habitation on your defenceless coast ought to be a constant reproof to your ingratitude. Can the strength of your whole province cope with the strength which might at any time be poured through every district in your country? You are conscious it cannot. Why then will you persist in a ruinous and ill judged resistance? We hoped that you would recover from the phrenzy which has distracted this unhappy country; and we believe the day to be now come, when the greater part of this continent begins to blush at their delusion. You who lie so much in our power, afford the most striking monument of our mercy, and therefore ought to set the first example of returning allegiance.

Reflect on what gratitude requires of you; attend to your

own interest; we offer you a refuge against distress, which you universally acknowledge broods with increasing and intolerable weight over all your country.

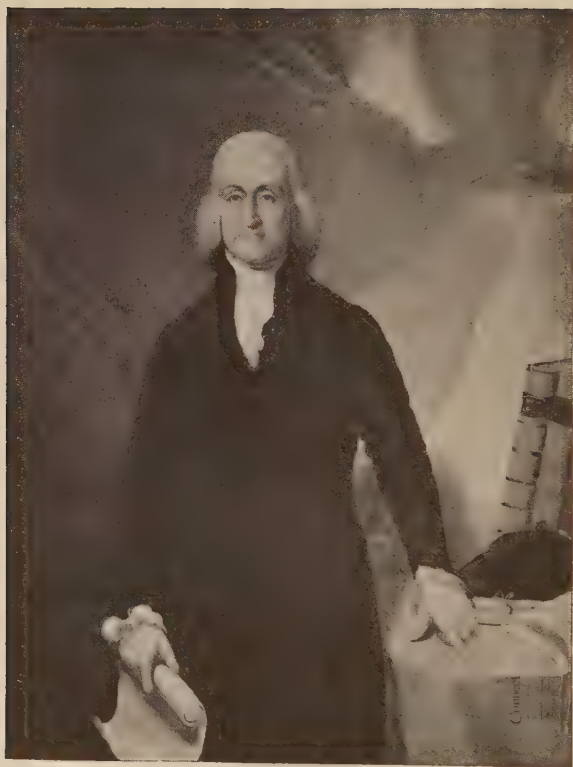
Leaving you to consult with each other upon this invitation, WE DO NOW DECLARE, that whosoever shall be found, and remain in peace at his usual place of residence, shall be shielded from any insult either in person or property, excepting such as bear offices either civil or military under your present usurped governments, of whom it will be further required that they shall give proofs of their penitence and submission and they shall then partake of like immunity.

Those whose folly and obstinacy may slight this favorable warning, must take notice that they are not to expect a continuance of that lenity which their inveteracy would now render blameable.

GIVEN on board his Majesty's ship
Camilla in the Sound, July 4, 1779.

GEORGE COLLIER
WM. TRYON

THE
ARMED VESSELS OF
CONNECTICUT



JONATHAN TRUMBULL

Governor of Connecticut from 1769 to 1784

"Brother Jonathan"

From the Painting in the Connecticut State Library

WHEN the struggle for the living rights of the Colonies was fairly begun in 1775, there was, in many localities, a faint hope that justice and the rights of the people would yet be recognized; and with that lingering hope, the Colonies did not start to make real earnest preparations for conflict in all its phases—particularly on the seaboard—that they otherwise would have done had there been a full comprehension of what was coming.

Connecticut, fortunately, was fairly well off in one essential, because she had a good iron mine at Salisbury, and could with reasonable dispatch put in motion the necessary crude machinery to furnish cannon, ball, and metal of that variety for the many purposes for which it was most sorely required. Salt was at a premium. Cartridge paper, flint, linen, sail-cloth, flour, and other commodities were immediately recognized objects for conservation by the process of legislative embargo. Numerous necessities were required from other colonies, but how to procure them taxed the authorities to the utmost. The meagre means of communication and transportation by land and sea, created no little consternation in the minds of those who had in charge the burdens so suddenly thrust upon them, of meeting the actual contingencies of war.

Although the task was almost insurmountable, even from the defensive viewpoint of the Colonists, as compared with the enormous plan of operations necessary to formulate by an offensive and well equipped antagonist of so formidable proportions, the means and methods were cruelly crude and deficient, the finances more so, and the only recourse was to do as they were being done by, do it first, and seize what they could and follow the edict already published by the mother country with a similar one on their own behalf.

The rich islands of the West Indies lay reasonably close at hand. Many of the seafaring colonists were familiar with them, and the merchantmen and even the fishermen lent every available semblance of their meagre resources to aid in the trial for independence, by sea.

The most important reckoning that had to be performed,

was to provide in some way for the defence, and keep the channels of armed commerce open with one another, on an enormous seaboard, which they knew would be harassed and blockaded as soon as the enemy could get here; and while they figured time as an advantage, they were unable to quickly cope with the task of annoying the tremendous daily commercial sea traffic the enemy had already established, for lack of warlike material, and had to run the numerous gauntlets of privateering without it for awhile or until the embryo states could organize their industrial resources enough to provide that much needed material or else seize it from the enemy by process of prompt action. And this was notably done in two or three instances early in the conflict, at Ticonderoga, Crown Point, and especially at New Providence in the Bahamas, where enormous quantities of ordnance and naval stores were captured and brought to New London.

It was largely due to these seizures that the colonies were able to stand off such primary attacks as the enemy was able to make, and at the same time place their resources in producing condition, and to beat their ploughshares, scythes and pruning-hooks into swords and other warlike implements,—and this had to be and actually was done.

The Salisbury iron mines in Litchfield County were far enough away and sufficiently guarded as to offer the most valuable asset there was at the time, and the Governor of Connecticut was wise enough to see to it that every possible means was engaged to utilize that iron immediately.

In looking through the records of both the General Assembly and Council of Safety, from 1775 to 1783, multitudes of references to this important resource appear as the live evidence of really why this country was able to declare independence.

The cannon supply emanating from Connecticut ran up into the thousands, and requisitions on the Council of Safety from every seaport town in the state, as well as from other states and places, were filled with remarkable promptness considering the way such heavy material had to be transported by the tedious process of ox-teaming over roads almost impassable and bridgeless streams, to their destinations.

Carpenters, blacksmiths, gun and locksmiths, shoemakers, saddlemakers, tailors, in fact, every tradesman there was in

existence, knew no idleness. Their homes, lives, and livestock were at stake and they knew it. To prevent invasion was the main thing to attempt. Powder mills in Windham County and elsewhere were established. Sloops, schooners, brigs and ships were converted into armed vessels as fast as possible, and as soon as George III issued his famous Instructions at the Court of St. James to all commanders of private ships to arm, attack and seize our colonial merchantmen and others on the high seas, there was no other course left by the Continental Congress to pursue, than to follow suit and let loose every sailor-man there was on the seaboard to do his utmost to oppose, annoy, attack, seize and subdue British commerce by force or otherwise to the extreme extent of his ability.

They were more familiar with the coast, its inlets, harbors and dangers than the enemy. They were also natural pilots by birth, instinct and experience, and withal were imbued with the serious realization and spirit of knowing that their daily bread depended upon the preservation of their seaports, their trade, their fisheries, their homes, the country; and fully understood the numerous and daily perils of the deep which they would have to assume to defend all that this represented to them.

They did not know whether their cause was going to be a losing or a winning one, but risked all they had, including their lives, for the sea which called them, and a large percentage of them never returned.

The stoicism of the mariner's family in those stirring days, the utter hopelessness of mind, body and estate at the thought of departure on a perilous cruise at sea, as compared with those who offered themselves as sacrifice on land, was wholly beautiful, wonderful and noble. The many sacrifices and anxious ignorancies of those at home, the innumerable discomfitures, dangers and sufferings of those at sea, and the fateful attitude of every seafaring patriot of the time, has made possible an everlastingly prominent and distinguishing gratitude that words cannot express. What records of their deeds there are, what results and benefits to us all they accomplished, will, unfortunately never be wholly known; but what remains of the living though mouldy and dusty evidences here and there, which have been cleansed, brought into the sunlight and untied,

makes hitherto unknown history take on new baptismal vows and teachings that even now, today, warn us all of what might have happened had not their lives and services been so fully and successfully devoted and consecrated to the independence we now enjoy.



HISTORICAL evidence pertaining to the actual naval activities of the United Colonies of America during the Revolutionary War from 1775 to 1783, has been for the most part confined to quite meagre and scattered references in public records—such as they were—in each colony or state, usually appearing in a brief incomplete paragraph here and there, merely as a record, and without much detailed information. Analyses of circumstances as reasons for the adoption of a given course to pursue, seldom appeared as public record in those days, attributable perhaps to a sense of discretion necessary to recognize, considering the stress of the times and the moderate percentage of royalist feeling among some of the inhabitants. Caution was presumably more emphatic relating to maritime matters than to the preparations and plans for military protection on land, because a naval plan was necessarily of a more stealthy nature if successful cruises were to be made against the Power that ruled the waves, than the order of things ashore. In fact, there appears to have been a reliance upon our privateers and other state or colony craft, as a matter of secret concern, for supplying a large part of the various commodities required for the forces ashore, resulting from the capturing of British prizes. So that, in order to find out why and how things were done, the old pen-written manuscript is about the only thing left to cull from,—if its existence can be determined and made available. We must remember that it was a constant hazard to trust written evidence of plans between principals in strategy, and personal conferences were considered more satisfactory and safer—and this course was largely pursued, especially concerning naval matters. Then again, a large percentage of the marine orders, programs of campaign, journals of events, and log-books giving the recorded details of what happened on shipboard, has, by force of circumstances, either become a part of the elements of the deep by deliberate destruction to avoid capture, or by shipwreck, or by the combat itself. Some of it doubtless reposes in private collections as curiosities. Some of it is unquestionably preserved in a wooden trunk, in a wooden garret. Perhaps some of it rests yet in the archives of foreign

governments and even municipalities of the seaboard shires of Britain, kept as a portion of the spoils of maritime adventure,—but seldom is any of it found as public documents, because what happened in naval warfare in those days was without doubt much more inhuman than land warfare, and each unit of a ship's company knew the inevitable "sink or swim, live or die, survive or perish" doctrine pervading the voluntary calling he had chosen or was forced into choosing; and a record of things might not be really a comfortable kind of public document to keep. Some of these interesting documents, however, have by fortune been brought ashore after the various hardships and uses incident to the dampness and deterioration to which they have been subjected by constant exposure to the salt air, and have since been more carefully and properly protected in our different institutions and have received the expert care such historic papers deserve. To undertake at this time an assembly of the exploits of our daring seamen of the American Revolutionary War requires a more than usually careful and systematic search which one clue presents for leading up to another. The families involved oftentimes very pleasingly reinforce traditions which one may unearth with a budget of real, warm, living manuscript letters, that form the truest and most amazing evidence that one may ever hope to expect. This method of collecting history does not apply to the military and civil historian quite so much, because his range of research is made easier by reason of the ready reference to the naturally preserved state papers, laws and forms on file, made necessary for the sake of homogeneity, and because there were so many more men and different land organizations established, and to account for and deal with, as compared with a relatively small outfit as represented by the complement of an armed craft of the Revolutionary War period. These small complements called crews, were each as a rule subject to but one source of command, called a captain, and he in turn did not seem to be subservient to anyone else but himself, unless he took a notion now and then to report to the governor of his state—and nothing intervening. Hence it will be observed that what happened at sea was more told than written, and many things were not told. Verbal reports by a naval captain when he happened to come home, instead of the written labored

forms employed by the army, were oftentimes the only ones made.

So much tradition, adventure and general narration has entered into the subjects of seafaring life and experiences, that it is almost difficult to recognize that reality could actually have supported the multitudinous efforts of the many writers of marine fiction, until the record proofs of the maritime courts (when fortunate enough to be discovered) are encountered in the quest for history; and then, sure enough, no matter how tarnished they may be, the sworn statements of the daring exploits of the privateersmen of the Revolutionary War period make such stories seem quite ordinary. It is one of the marvels of life to fall in with a few large bundles of court papers all folded up exactly as they were after the juries returned their verdicts and the decrees written,—the quill-pen donations of old-time jurists tied up with a real linen string and laid away to form their record of things that happened at sea when the United States were trying to get started as an independent nation. The living evidences with proofs, papers and depositions of captives brought in for examination, lend definite means for the compiler of historic events, hitherto unknown. William Tryon and Benedict Arnold, it is true, did burn up and lay waste many precious records in New London, New Haven, Fairfield and Norwalk, but Timothy and Samuel Green, printers, in New London and New Haven, even though briefly, did reveal by type the news of the week, as did also the *Connecticut Courant* at Hartford; those miniature newspapers are responsible for much historic literature and valuable records of those times.

Connecticut, by geographical position, needed the strategy so necessary to utilize in those days of the nation's beginning, and it was indeed fortunate there were qualified people to aid the undertaking with so much determination and knowledge. The privations, sacrifices and anxieties in those days were multiplied in many ways to a degree almost bordering upon despair, as compared with others whose days of service were spent ashore, where methods of communication were at least certain though slow. The sea, on the other hand, possessed and offered

the natural fascination to those young and hardy longshoremen, and gave them the opportunity of so materially assisting in the cause that entirely appealed to them and their abilities. It will never be wholly known how many of them entered for this form of defence. The silent record of their absences from home, whether caused by shipwreck, capture or combat, will have to remain as the monument to their memory. But from those who did return, as well as those who did not, it has been quite universally demonstrated that their entry into the naval service was productive of very important results. This form of defence is best evidenced by the records of the Connecticut vessels and their people who participated in them on the high seas from 1775 to 1783 in the rewarded struggle for Independence, which, without them, would never have been accomplished.

Marine activities during the American Revolution began to attract attention almost two months after the battle of Lexington, particularly in the New England states, as the population was composed largely of seafaring men, engaged either in commerce or the fisheries. Old vessels, from sloops to ships, were being rapidly converted into armed craft, and new ones laid down and completed for the defence of the seaboard as fast as labor and material could be supplied; most every navigable harbor, from Old Kittery to Savannah, began to be considered vulnerable and liable to British occupation and attack, and thereby made useless for the coastwise needs of the colonists as a means of maritime trade necessary to their existence. The individual colonies themselves, even before they became states, anticipated this situation by enacting laws for embryo colonial navies, each separate from the other, making provision for a nucleus of marine protection, which later, as events progressed, proved the wisdom of utilizing even the regnal authority each then possessed for the preparation of future necessity. In Connecticut, as in other colonies, was this foresight especially advantageous. The port of New York, then as now, one of commercial prominence, lay at the west end of the long inland natural harbor of Long Island Sound, along the northern shore-reaches of which were the ports of Stonington, Mystic,

New London, Guilford, New Haven, Milford, Fairfield, Norwalk and Stamford,—all more or less inlets for trade with the West Indies, and some of them, particularly to the eastward, well known for their shipbuilding reputations. The provision for Connecticut's marine protection was perhaps more adequately made in comparison to coast line and population than for the other colonies, possibly due to the geographical position and excellent facilities afforded by Long Island Sound for naval strategy, blockade and refuge by an enemy. Although by no means, even in 1775, were these marine provisions at all sufficient as a guaranteed protection against these possibilities of hostile occupation, attack or invasion; they did go a long way toward affording something tangible as a movable means not only for effective defence, but also for obtaining naval and military intelligence when and where it was needed. Thus before the Revolution had really gotten started, Connecticut had at its disposal three state vessels: the brig *Old Defence*, which had long since been in the Colonial service, the schooner *Spy*, and the brigantine *Minerva*. The age and construction of the *Old Defence*, as records and results of "committee investigations" show, did not warrant her being used as a formidable armed vessel, and she was replaced by a new brig purchased from Captain Griggs of Greenwich (*Lily Ann*), again named *Defence*, fitted out at New Haven, and proved to be, as manuscript evidence shows, a profitable and indispensable vessel, whose exploits and history, for the short life she lived, form a remarkable record.

The first American armed vessels to be commissioned by any public authority were two sloops fitted out by Rhode Island, June 15, 1775, as that colony had been annoyed by the British ship *Rose*, cruising in Narragansett Bay.

In so far as any decisive action was concerned looking towards a naval force, Connecticut and Massachusetts Bay were nearly coincident, as the Journal of the Third Provincial Congress of Massachusetts shows (June 7-11-13-20, 1775) their endeavors to provide for armed vessels at that time, although a beginning was not actually made until August 21st by taking into the naval service of that Colony the *Machias Liberty* and

the *Diligent*; while Connecticut, on August 3rd and 17th, took into service the brig *Minerva* and the schooner *Spy*.

In the course of the war the Connecticut Navy comprised thirteen sea-going vessels, as follows, viz.:

<i>Minerva</i> , brigantine,	<i>Old Defence</i> , brigantine,
<i>Oliver Cromwell</i> , ship,	<i>America</i> , brig,
<i>Spy</i> , schooner,	<i>Whiting</i> , galley,
<i>Defence</i> , ship,	<i>Crane</i> , galley,
<i>Guilford</i> , sloop,	<i>Shark</i> , galley,
<i>Schuyler</i> , sloop,	<i>New Defence</i> , galley.
<i>Mifflin</i> , schooner,	

In addition to these there were nearly three hundred privateers commissioned, as hereafter listed.



THE first Naval Expedition under the authority of the Congress was recruited at New London, Connecticut, in November, 1775. The command was given to Commodore Esek Hopkins, and the fleet consisted of four vessels, *Alfred*, *Columbus*, *Andrew Doria* and *Cabot*. This expedition was made for the purpose of seizing the naval stores of the British province of Nassau, or New Providence as it was then called, and was a successful one. The fleet returned to New London on April 8, 1776, with a large consignment of military and naval stores, according to the following inventory:

TAKEN FROM FORT NASSAU, MARCH 4, 1776:

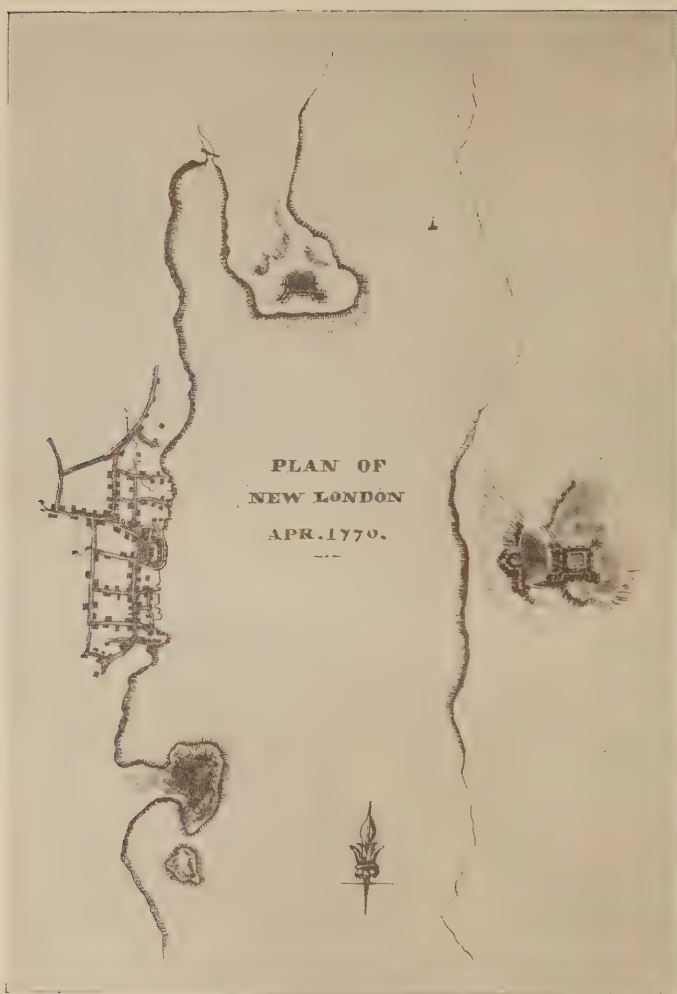
- 71 cannon from 9 to 32 pounders.
- 15 mortars from 4 in. to 11 in. and beds for same.
- 5837 shells.
- 9831 round, chain and double-headed shot.
- 140 hand grenades.
- 816 fuzes.
- 99 sponges, rammers and worms.
- 46 copper ladles.
- 407 copper hoops and 5 copper measures.
- 120 iron trucks for carriages.
- 3 bells.
- 24 barrels of powder.
- A quantity of match-rope.
- 2 old double blocks, with brass sheaves.
- 1 scale beam.
- 1 hammer.
- 1 speaking trumpet.
- 3 tanned hides.
- 2 boxes tallow candles.
- 4 barrels of flour.
- 4 barrels bread.
- 4 barrels of beef.
- Part of a cask of spirits.
- 1 sundial.
- 1 English flag.

TAKEN FROM FORT MONTAGUE:

- 17 cannon, 9 to 24 pounders.
- 1240 round shot.
- 121 shells.
- 81 iron trucks for carriages.
- 22 copper hoops and two measures.
- 1 worm and ladle.

On the 17th of March the fleet sailed, and on the 4th of April returned, making the eastern end of Long Island, where they fell in with and took his Majesty's armed schooner *Bellona*, 6 guns, 8 swivels, 25 men, commanded by Captain Wallace.

The next day, April 5, 1776, they took the brig *Bolton*, 8 guns, 2 howitzers, 10 swivels, and 48 men. On April 6th they took two vessels with provisions having no papers on board, and the next morning they espied his Majesty's ship *Glasgow*, Howe, commander, and at 3 a. m. engaged her for three glasses, when the *Glasgow* bore away for Newport and was chased for three glasses longer, when Commodore Hopkins gave the signal to discontinue the chase, not choosing to follow her any longer as he had a number of prime sailors aboard the prizes he had taken, and knowing he should soon have the whole British fleet to engage, some of them being in sight, and many of his own men very sickly. During the engagement they took also the *Glasgow's* tender. Six men were killed on board the *Alfred* and sixty-six wounded. On the *Cabot* four were killed and seven wounded. Among the latter was Capt. Elisha Hinman, who was badly wounded in the hand, and one man lost his arm on board the *Columbus*. Sinclair Seymour, master of the *Cabot*, and Lieut. Wilson of the marines, were killed. The *Cabot* received considerable damage. The fleet landed their sick at New London, to the number of 120, and likewise the wounded. Among the prisoners brought in by Commodore Hopkins were Mr. Brown, Governor of the Bahama Islands, Mr. Babbage, Secretary of that Province, also a Mr. Irving, a mandamus counselor of South Carolina and Receiver of his Majesty's Quit-Rents. A transport with some of the stores arrived with the fleet. Captain Wallace, one of the prisoners, was taken under guard to Providence, R. I. The next day, April 9, 1776, His Excellency General George Washington ar-



MAP OF NEW LONDON, 1776

Fort Griswold on right. Fort Trumbull on left, below the town.
Battery on Winthrop's Neck, upper center. Town Battery on
water front, center of town.

From manuscript on file with the Trumbull Papers

rived about 1 o'clock, in New London from Cambridge, and the same afternoon went on board the *Alfred*, and soon after viewed the several fortifications then erecting in New London and Groton. The next day he set out by land for New York. The accompanying map of the town and harbor of New London, made in April, 1776, probably gives an accurate survey of the fortified positions as they then existed or were in process of erection. This map was found among the papers of Governor Jonathan Trumbull.



THE SEA COAST BATTERIES

THE Colonial Assembly of Connecticut appointed a committee in April, 1775, to take into consideration the best method of securing, defending and protecting our sea coasts and shipping therein. A report as to New London was made at the next May session, the consideration of which was deferred to the next session. (*Rev. War*, i, 360.) In October, 1775, the report was further referred to the next session, and in the meantime the Governor and Council of Safety were desired to employ some engineer to view the situation and circumstances of said port, to consider the most eligible manner of fortifying the same, to make estimates of the expense and to report.

At the meeting of the Council held at Lebanon, Nov. 22, 1775, Col. Elderkin recommended fortifications at Mamacock (Fort Trumbull), Winthrop's Point or Neck, and Groton Hill (Fort Griswold). In February, 1776, Col. Samuel Mott and Mr. Josiah Waters were appointed engineers to direct the construction of the forts. By July, 1776, these batteries and fortifications were completed and manned, and according to Records of Connecticut there were two companies of 50 men each stationed at New London and Groton. According to a manuscript map of New London Harbor, dated April, 1776, found among the Trumbull papers, and reproduced herein, there was another battery in New London, occupying a position where the present monument stands in State Street. The exact number of guns of each battery emplaced at that time is not divulged. According to records a large number of them were the trophies taken by Commodore Hopkins on his New Providence expedition. (Minutes of Council, Apr. 10, 1776.)

The port of New London was the most thoroughly fortified harbor in Connecticut. At Stonington, Long Point, there was a battery of six guns, two 18-pounders and four 12-pounders, and a garrison of 30 men, commanded by Capt. Shapley and Lieut. Sheffield. At Black Point, then in the town of Lyme, there was a small entrenched garrison of 15 men, under the

command of Lieut. Lee Lay, and still another at Connecticut River of 15 men, under the command of Ensign John Griswold. At Saybrook there was a fort containing a battery of 6 guns and a garrison of 20 men, commanded by Lieut. John Shipman. The coast from Saybrook to New Haven was unprotected save by a company of garrisoned militia at Guilford.

On both sides of New Haven harbor there were fortifications,—on the east side (August, 1779) at Beacon Hill (Fort Wooster), laid out by Col. Mott as engineer, and well manned. The ruins of these works are still to be seen. The number of guns has not been ascertained. On the west side of the harbor there was another small fort at Black Rock, which contained 18 and 12-pounder guns. The post was equipped with barracks and was under command of Lieut. Phineas Bradley and Capt. Thomson. There was a garrison of 50 men.

At Milford Point there was a fortified battery of 6 guns and a garrison of 20 men, commanded by Lieut. Benjamin Hine. At Stratford (Newfield or Bridgeport) harbor, at what is now Sea Side Park, there was a small fortified battery of 2 guns, and a garrison of 25 men commanded by Lieut. Aaron Hawley. At Fairfield (Grovers Hill or Black Rock) there was a formidable fortified battery of 6 or 8 guns, some of which were 12 and 18-pounders, and a garrison of 25 men, commanded by Lieuts. John Mills and later John Odell. (See manuscript map of Fairfield reproduced herein.) At Norwalk there was another battery of six guns, 24 men, Lieut. Wm. Seymour commanding. At Stamford still another of 6 guns and 24 men, under command of Lieut. John Bean. And at Greenwich, another of similar proportions and guns, commanded by Lieut. Sylvanus Marshall. Thus it will be observed that the coast of Connecticut was well supplied with protection in addition to the numerous privateering and state craft in service at sea and in Long Island Sound.

The first Naval Resolve by the Connecticut Assembly seems to have been made on the 1st day of July, 1775, at Hartford. It is as follows:

“Resolved by this Assembly, that two vessels of a suitable burthen be immediately fitted out and armed with a proper number of cannon, swivel guns & small arms and furnished with necessary warlike stores and well officered and manned

for the defence of the sea coasts in this colony under the care and direction of his Hon^r the Governor and Committee of Council appointed to assist him in the recess of the General Assembly, who are hereby authorized and directed to procure, furnish and employ the same accordingly."

Monday, July 24, 1775—Meeting of the Governor & Company.

"The affair of the 2 arm'd vessels being a principal occasion of this meeting, was taken up and largely discoursed. Letters received from a number of gentlemen from New Haven, Middletown, Weathersfield, &c., relating to it, read, &c. Cap^t Deshon, M^r Shaw & Cap^t Giles Hall were present on their a/c and discoursed with, &c., and they retired; and on further consideration &c. this Council are of the opinion and do resolve that William Williams & Nath^l Wales Esq^r together with Cap^t Deshon & Cap^t Hall be a committee to visit Norwich, New London, and by the sea coast to N. Haven, and to Middletown, Hartford &c. to enquire after and find out proper and suitable vessels for the purpose, the terms on which they may be had, the proper manning of them, the terms on which officers and men may be had &c. and give proper directions for preparing carriages for the cannon at N. Haven which may be wanted and what may be proper and necessary, and thereof make report to this Council on Wednesday the 2^d of August next, to which time this Council is to be adjourned."

Wednesday, Aug^t 2, 1775.

"At a meeting of the Governor and Committee or Council of Safety this day, the committee appointed at the last meeting about the armed vessels &c. having performed the journey and business to which they were directed and instructed made a verbal report of their journey, viewing, conversation and doings concerning armed vessels &c., what they have viewed, the terms on which they may be had, the opinion of gentlemen in various towns, who are concerned in navigation, about the measure of fitting out any &c.; from which it appears sundry vessels may be had on reasonable terms but none can be found



MAP OF NEW HAVEN, 1775
 From the manuscript of President Stiles of Yale College
 Courtesy of George Dudley Seymour, Esq.

perfectly accommodated for war vessels &c.; that the people are differently minded about the measure, many thinking that it is impossible for us to compare by sea with the British ships &c., it will provoke insult and expose our sea coasts and vessels inward bound to greater danger, &c.; others, that it will be of advantage and a protection &c.

The subject largely discussed, and it being a measure resolved by the General Assembly &c., doubt whether they have right to suspend it, even if they should think it best &c.; and on the question, do agree and conclude to take up and improve for the purpose, a certain brig belonging to Cap^t W^m Griswold of Weathersfield of about 108 tons and that she be fixed as and for an armed vessel according to the resolve of the Assembly.

And also, to charter and improve some one vessel of small burden and a fast sailer, of about 20, 25, or 30 tons and to fix her with such warlike furniture as may be proper; to be improved chiefly as a spy vessel to run and course from place to place to discover the enemy and carry intelligence &c. And to appoint Cap^t Rob^t Niles of Norwich to be Cap^t of s^d small vessel.

And to appoint Benj. Huntington Esq^r and Cap^t Jno Deshon a committee to fit out and furnish such small vessel with all necessaries for that purpose; and adjourn till tomorrow morning at 9 o'clock."

Thursday, Aug^t 3, 1775.

After further consultation about the armed vessels &c. the following bill and resolve was prepared and passed, viz:

Whereas the General Assembly of this Colony at their Session in July last resolved that 2 armed vessels of suitable burthen be immediately fitted out and be armed with a proper number of cannon, swivel guns & small arms and furnished with necessary warlike stores and well officered and manned for the defence of the sea coasts in this Colony under the care and direction of his Hon^r the Governor & committee of Council appointed to assist him in the recess of the General Assembly, who are hereby authorized and directed to procure, furnish and employ the same accordingly:

In pursuance of s^d resolve & direction, the Governor & Com-

mittee aforesaid having taken all proper steps and care to find out and in what manner the said resolve may be most properly carried into execution, are of the opinion that a certain brig called the "*Minerva*" belonging to Cap^t Griswold and now lying in Connecticut River at Rocky Hill, is one proper vessel to be employed for the service aforesaid, and do therefore agree and resolve to take up and employ s^d Brig in the service of this Colony as aforesaid during such term as s^d Assembly or this committee shall find needful to employ her in s^d service; and do hereby appoint Titus Hosmer & Ezekiel Williams Esq^r and Cap^t Giles Hall a committee to take up and retain said brig in the service aforesaid, to finish the contract for the hire and charter of s^d brig and execute proper writings, to cause the same to be justly approved with all her furniture and tackle proper to be retained and used as an armed vessel and make a proper inventory thereof. And the s^d committee are further directed and impowered to furnish, prepare and provide all necessary additional sails, rigging and furniture and also all proper & necessary ship stores and provisions, and furnish from the Colony stores as far as may be, the necessary cannon, swivels, small arms, pistols, shot, powder, &c. &c., taking further needful directions from time to time from his Honor the Governor & s^d Committee.

And the Committee of the Pay Table are hereby directed to draw on the Treasurer of this Colony in favor of s^d committee for such sums of money as they shall find necessary to enable them to accomplish the service aforesaid; and they to render their account of their disposition and disbursement thereof to the General Assembly, or to the Governor and s^d Committee.

At the same time &c. The Governor & Council having concluded to take up and employ the brig "*Minerva*" belonging to Cap^t Griswold, for an armed vessel &c. according to Act of Assembly, do appoint Cap^t Giles Hall to be Captain and commander of s^d brig and to be allowed £7:0:0 ₤ month. Tho^s Horsey of Derby to be first Lieutenant his wages £5:0:0 ₤ month. James Hopkins to be second Lieutenant at £4:0:0 ₤ month. Timo. Larrabee to be steward at £3:0:0 ₤ month. Sylvanus Backus to cook for £3:0:0 ₤ month. To be one Carpenter @ 60s. ₤ month and one Pilot, and that s^d vessel

be manned with 40 seamen & 40 soldiers or marines exclusive of officers, to have and be allowed viz: the seamen £2:5 ¯ month and the marines not exceeding £2:0 ¯ month.

And Cap^t Hall is hereby instructed and directed forthwith to raise s^d 40 seamen & 40 marines or soldiers by voluntary enlistments and to encourage and engage 45 shillings per month to the seamen and not exceeding 40 shillings per month to the soldiers or marines during their continuance in the service, and to have one month's pay advanced before they enter into and proceed on the cruise in s^d service. And s^d Cap^t Giles Hall is hereby appointed Pay Master of s^d seamen & marines or vessels crew and is authorized to draw money out of the Colonial treasury for that purpose, in manner as the land officers are enabled to do, giving sufficient bond with surety as by law provided for Pay Masters of the troops in the land service. And his Honor the Governor is hereby directed to give proper commissions and warrants to the necessary officers on board s^d vessel."

4 shillings per month per ton, chartered.

The Colony to risque the vessel.

S^d committee are further constituted and desired to enquire, look out, and recommend to us proper persons for the following offices viz: Master and Mate, Gunner & gunner's mate, boatswain & boatswain's mate, & carpenter.

Adjourned to Monday next at 9 in the morning."

Monday Aug^t 7, 1775.

"Mr Huntington, one of the committee appointed at the last meeting, reported that he had not found a very proper and suitable vessel to be fitted out as a runner and cutter &c. After much discourse about the matter, the arming the same &c. he with the other committee were directed to make further inquiry and report."

Monday, Aug^t 14, 1775.

Mr Huntington of the committee appointed for that purpose respecting a small armed vessel reported that having taken pains, they are not able to find any suitable for the purpose

except one belonging to one Hancox of Stonington, but not to be chartered but may be bought at £200. as the lowest sum &c. Her sails and rigging not fit for the service; and the question is whether she shall be purchased, and was largely considered; and as the General Assembly have ordered vessels to be fitted out &c the Council supposed themselves to be obliged to obey the order &c. and there seems no other way, and they judged the vessel cheap and that if and when needless she may be probably sold, perhaps without loss, and the hire, save &c.—are of opinion that s^d vessel or schooner called the “*Britania*” (renamed the *Spy*) be purchased by the Colony, and Benj. Huntington, Cap^t Jno Deshon & Cap^t Robert Niles are appointed a committee to make s^d purchase at not exceeding £200. &c. And also to take care of and cause her to be rigged and fitted out with every necessary for said purpose as soon as may be. And this Council do appoint Robert Niles of Norwich to be Cap^t and commander of her. And s^d committee are also desired to look out and recommend proper persons for the other officers on board her and report make to the next meeting.

Voted, that Cap^t Deshon be directed forthwith to put the cannon, small arms, pistols, and every warlike implement now at N. London, suitable and proper for armed vessels, into proper order and condition for immediate use, and on receiving advice from Cap^t Hall of the larger armed vessel fitting at Middletown, shall be at or near Saybrook ready to receive them, to send them to him there and deliver on board his Brig. But if it shall appear there is not a sufficient quantity for both vessels, that they be properly proportioned between them.

Then the Council was dismissed or adjourned till Thursday next at 9 o'clock in the morning.”

Thursday, 17 Aug^t 1775.

Voted, That an order be drawn on Pay Table Committee for £200. in favor of Benj. Huntington Esq^r & Cap^t Jno Deshon, to pay the purchase of the schooner “*Britania*” for use of the Colony as an Armed and Intelligence vessel which this Council had judged most for the benefit of the Colony to purchase at that price, and appointed s^d committee to purchase of

Edward Hancox, Jno. Denison 5th &c. of Stonington, and which they have done accordingly."

Adjourned without day.

"On Thursday Aug^t 24, 1775, a letter was received from the Messrs. Hosmer, Williams & Hall about the armed brig fitting at Middletown &c. containing a nomination of sundry persons for officers, and praying that the bearer (Warner) going to Providence may inlist a Gunner there, as they cannot obtain one, and also sailors &c. It is agreed that he may do so if not disagreeable to Governor Cooke to whom the Governor is desired to write by s^d Warner proposing it to him &c., which was done."

Friday, Septem^{br} 8, 1775.

"James Hopkins appointed first Lieut^t on the "*Minerva*" in stead of Tho^s Horsey who has declined; Jehiel Tinker to be second Lieut^t in room of s^d Hopkins; Andrew Jehonnot, Steward, in room of Tho^s Larrabee fail^d; W^m Plummet, Master; W^m Warner, Mate; Benj. Cranston of Providence, Gunner; and ordering that she be supplied with 5 bbs. of powder and ball suitable from N. London to be delivered at Saybrook, and 300 weight of lead from Weathersfield."

Thursday, Sep^t 14, 1775.

"Commissions for the "*Minerva*":

Giles Hall, Captain.

James Hopkins, first Lieut.

Thompson Phillips, second Lieut, now so appointed in stead of Jehiel Tinker who declined; and warrants for W^m Plymert, Master; Benj. Cranston, Gunner; W^m Warner, Mate, & to appoint Andrew Jehonnot, Steward, and a warrant for Grey Powers appointed Boatswain.

"Cap^t Hall was ordered Oct^r 4, 1775, at the request of the Continental Congress on a cruise with the brig *Minerva* which

already hath given orders for in pursuance of the directions of the Congress as by M^r President Hancocks were made Oct^r 5, 1775." (The object of the proposed expedition was to intercept 2 vessels from England bound to Quebec with arms etc).—*Mass. Hist. Coll. Vol. 50, p. 5.* It failed, as the entry on Nov^r 2 shows.



THE ARMED VESSELS OF THE STATE OF CONNECTICUT

MINERVA, Brigantine.

This brig was owned by Capt. William Griswold of Weathersfield, and according to an order of the Assembly, by request of President Hancock, was chartered for service, especially to intercept vessels bound to Quebec. Governor Trumbull directed that it be properly equipped with provisions and warlike stores, in a letter to Capt. Jeremiah Wadsworth dated Oct. 7, 1775, which order was at once carried out and the brig commissioned and placed in readiness for the voyage, but while still at anchor in Connecticut River there appears to have been a meeting amongst the crew, for at the Nov. 2, 1775 meeting of the Governor and Council of Safety the following Resolve appears recorded:

"The brig *Minerva* an armed vessel in the service of this Colony, commanded by Capt. Giles Hall, having been lately ordered by this Board on a cruise to the northward on an important enterprise for the defence and safety of this Colony, and the hands on board having neglected and refused to obey said orders, said Cap^t Hall and Lt. Phillips of said Brig being notified were present to be enquired of in the premises; and being examined &c. it appears that all the hands or soldiers and marines on board, except about 10 or 12, being duly noticed of said orders utterly declined and refused to obey the same and perform said cruise, which through their disobedience has wholly failed.

"*It is therefore considered and resolved by this Board*, that all the said hands who were guilty of such disobedience be forthwith dismissed and discharged from the service of this Colony on board said brig, in manner and at the discretion of the Committee hereafter appointed; and that their wages and title to receive any for former services on board the same be suspended for further consideration.

"And this Board do appoint the Hon^{ble} Deputy Governor Griswold, Samuel Huntington and Benjamin Huntington Esq^{rs},

a committee as soon as may be to repair to Lyme or Saybrook, or where it shall be necessary, to make such further enquiry as they shall think proper in the matter aforesaid, and to dismiss and discharge said disorderly and disobedient hands as aforesaid, and to direct, authorize and empower said Capt. Hall to inlist and retain other men so many as they shall think proper, instead of the men so discharged, for such term as shall by the General Assembly or the Governor or this Committee be judged necessary, and until orderly dismissed."

On Nov. 22, 1775, it was voted that the 600 weight of powder lodged at Saybrook for the use of the brig *Minerva* on this northern voyage, be transferred to New Haven and Norwalk,—so it would appear that the project was abandoned. The following spring (May, 1776) £125-12/ were paid to Capt. Griswold for the use of the brig; and from the Muster and Pay Roll (original, State Library) it would appear that the vessel went out of commission in December, 1775, having performed no other than guard duty in Connecticut River since the previous October, although later on it appears under a privateer's commission.

GOV. TRUMBULL'S ORDER TO SUPPLY *Minerva* AND *Spy*.
To Cap^t Jeremiah Wadsworth.

Sir—You are desired forthwith to furnish the Brig *Minerva* under the command of Cap^t Giles Hall with men & all necessary Provisions and Warlike Stores for a Cruise of Six Months making use of Such Stores as may be on hand of the Property of the Colony, and Purchase such as may be wanting, Consulting with Cap^t Hall about the Same as far as will be needful and in Case you Cannot obtain a quantity of Ball for said Cruise that will be Sufficient in any other Way you may apply to Cap^t John Deshon and Cap^t Niles for Some of the Ball Provided for the Schooner *Spy* and let them Immediately Provide for the *Spy* from the furnaces. You Will Please to act with all Possible Dispatch in this Business without Delay.

Dated at Lebanon Oct^r 7th 1775.

JONth TRUMBULL.

(These provisions and stores accounts were settled with Capt. Wadsworth on Jany. 19, 1776, for £216-7-0.)

A Muster Roll and Pay Roll for the Brigantine MINERVA fitted out on the acc^t of the Colony of Connecticut by order of His Hon^r the Gov^r and Com^{tee} of Safety for the Defence of Said Colony - - - - - viz^t—

<i>Names of Officers and Men</i>	<i>Quality</i>	<i>When Inlisted</i>	<i>Wages per month</i>	<i>When Discharged or Deserted</i>	<i>How long in Service</i>	<i>Wages Due</i>	<i>Whole Wages</i>
Giles Hall	Captain	1775 Aug. 2	£7-0-0	1776 Jan'y. 26	5 mos. 24 days	40-12-0	
James Hopkins	1st Lieut.	Aug. 14	5-0-0	1775 Decr. 19	4 mos. 5 days	20-16-8	
Thomas Phillips	2d Lieut.	Sep. 14	4-0-0	Decr. 19	3 mos. 5 days	12-13-4	
William Plymourt	Master	Aug. 22	4-0-0	Decr. 17	3 mos. 25 days	15-6-8	
William Warner	1st Mate	Aug. 24	3-0-0	Decr. 26	4 mos. 2 days	12-4-0	
John Cotton	2d Mate	Aug. 12	2-8-0	Decr. 26	4 mos. 14 days	10-14-3½	112-6-11½
Thos. Lamb	Clark	Sep. 4	2-10-0	1776 Jan'y. 26	4 mos. 22 days	11-16-8	
Andrew Johnnot	Stewart	Sep. 11	3-0-0	Jan'y. 20	4 mos. 9 days	12-18-0	
Gregory Powers	Boatswain	Aug. 14	3-0-0	Decr. 26	4 mos. 12 days	13-4-0	
Benjm. Cranston	Gunner	Aug. 31	3-12-0	Decr. 19	3 mos. 18 days	12-18-4½	
William Miles	Gunners Mate	Aug. 15	2-8-0	Decr. 19	4 mos. 4 days	9-18-5	
George Lewis	Carpenter	Sep. 10	3-0-0	Novr. 5	1 mo. 25 days	5-10-0	
Richd. Dickerson	Pilote	Sep. 16	3-0-0	Decr. 25	3 mos. 9 days	9-18-0	76-3-5½
John Harris	Carpenters Mate	Aug. 15	45/	Decr. 26	4 mos. 9 days	9-13-4	
Jacob Gibson	Mariner	Aug. 14	45/	Novr. 25	3 mos. 11 days	7-11-6	
William Thomas	Marine	Aug. 15	40/	Novr. 9	2 mos. 24 days	5-12-0	
Thos. Dande	Mariner	Aug. 15	45/	Novr. 20	3 mos. 5 days	7-2-6	
William Warner	Cook	Aug. 16	60/	Decr. 16	4 mos.	12-0-0	
Jesse Higgins	Mariner	Aug. 17	45/	Octr. 17	2 mos.	4-10-0	
Jonathan Tinker	do	Aug. 17	45/	Novr. 18	2 mos. 23 days	6-4-6	
Jeremiah Branard	do	Aug. 22	45/	Decr. 25	4 mos. 3 days	9-4-6	
Giles Cone	do	Aug. 22	45/	Decr. 16	3 mos. 24 days	8-11-0	
John Russell	do	Aug. 24	45/	Decr. 16	3 mos. 22 days	8-8-0	87-10-11¼
John Chipman	do	Aug. 22	43/	Decr. 23	4 mos. 1 day	8-8-0	

<i>Names of Officers and Men</i>	<i>Quality</i>	<i>When Inlisted</i>	<i>Wages per month</i>	<i>When Discharged or Deserted</i>	<i>How long in Service</i>	<i>Wages Due</i>	<i>Whole Wages</i>
Aaron White	do	Aug. 27	45/	Decr. 19	3 mos. 22 days	8-15-6	
Jerediah Norton	do	Aug. 28	45/	Decr. 25	3 mos. 27 days	3-15-0	
George Pelton	do	Sep. 4	45/	Octr. 24	1 mo. 20 days	7-5-6	
Joseph Burr	do	Sep. 12	45/	Decr. 19	3 mos. 7 days	7-10-4	
George Lucas	do	Sep. 15	48/	Decr. 19	3 mos. 4 days	6-10-6	
Saml. Johnson	do	Sep. 21	45/	Decr. 18	3 mos. 27 days	6-18-0	
Stephen Lee	do	Sep. 21	45/	Decr. 25	3 mos. 2 days	4-2-6	
James Griffin	do	Sep. 22	45/	Novr. 17	1 mo. 25 days	5-14-0	58-19-4
Edward Tryon	do	Oct. 3	45/	Decr. 19	2 mos. 16 days		
Peter Granger	do	Oct. 3	45/	Decr. 19	2 mos. 16 days	5-14-0	
Dave Whittlecey	do	Oct. 7	45/	Decr. 19	2 mos. 12 days	5-8-0	
Giles Gill	do	Oct. 9	45/	Decr. 26	2 mos. 17 days	5-15-6	
Walter Spooner	do	Oct. 12	45/	Decr. 19	2 mos. 17 days	5-0-6	
Derney Butler	do	Aug. 26	45/	Decr. 26	1 month	2-5-0	
Zebediah Mix	Marine	Aug. 22	40/	Decr. 25	4 mos. 3 days	8-4-0	
Elisha Ward	do	Aug. 24	40/	Decr. 19	3 mos. 25 days	7-13-4	
Peter, a negro man	Marine	Aug. 25	40/	Decr. 23	3 mos. 28 days	7-17-4	
Gist, a negro man	do	Aug. 25	40/	Decr. 19	3 mos. 24 days	7-12-0	
John Sheaf	do	Aug. 25	40/	Octr. 17	1 mo. 22 days	3-9-4	
William Casheen	do	Aug. 25	40/	Novr. 18	2 mos. 23 days	5-10-6	
Richard Hunt	do	Aug. 25	40/	Novr. 10	2 mos. 15 days	5-0-0	
Phillip Mahan	do	Aug. 26	40/	Octr. 15	1 mo. 29 days	3-18-8	73-8-2
Ebenzr. Savage	do	Aug. 27	40/	Decr. 19	3 mos. 22 days	7-9-4	
Phillip Aspell	do	Aug. 27	40/	Decr. 16	3 mos. 19 days	7-5-4	
James McDavid	do	Aug. 30	40/	Decr. 18	3 mos. 18 days	7-4-0	
Edward Griswold	do	Aug. 31	40/	Novr. 19	2 mos. 19 days	5-5-4	
James Johnston	do	Aug. 31	40/	Octr. 25	1 mo. 25 days	3-13-4	
George Stow	do	Sept. 5	40/	Decr. 19	3 mos. 14 days	6-18-8	
Stephen Jordan	do	Sept. 5	40/	Decr. 23	3 mos. 18 days	7-4-0	
Joseph Graum	do	Sept. 5	40/	Decr. 23	3 mos. 18 days	7-4-0	
Saml. Torry	do	Sept. 6	40/	Decr. 19	3 mos. 13 days	6-17-4	
John Wright	do	Sept. 11	35/	Novr. 18	2 mos. 7 days	3-18-2	62-19-6

*Names of Officers
and Men*

<i>Names of Officers and Men</i>	<i>Quality</i>	<i>When Initiated</i>	<i>Wages per month</i>	<i>When Discharged or Deserted</i>	<i>How long in Service</i>	<i>Wages Due</i>	<i>Whole Wages</i>
John Coult	do	Sept. 18	40/	Decr. 23	3 mos. 5 days	6-6-8	
Jacob Hail	do	Sept. 12	30/	Novr. 5	1 mo. 23 days	2-13-0	
John Elderkin	do	Octr. 3	40/	Decr. 19	2 mos. 16 days	5-1-4	
John Allen	do	Octr. 3	40/	Decr. 19	2 mos. 16 days	5-1-4	
James Fisher	do	Octr. 11	40/	Novr. 11	1 month	2-0-0	21-2-4
John Lucas	Boatswains Mate	Aug. 24	40/	Suspended Nov. 8	Recd. 1 mos. pay	2-8-0	
David Hall	Mariner	Sept. 12	45/	Suspended Nov. 8	Recd. 1 mos. pay	2-5-0	
James Johnson	do	Aug. 21	45/	Ran away Oct. 14	Recd. 1 mos. pay	2-5-0	
Reuben Bailey	do	Aug. 26	45/	Ran away Dec. 5	Recd. 1 mos. pay	2-5-0	
Timothy Bailey	do	Aug. 26	45/	Ran away Dec. 5	Recd. 1 mos. pay	2-5-0	
Peter Cantley	Marine	Aug. 26	40/	Ran away Sep. 10	Recd. 1 mos. pay	2-0-0	
George Spencer	do	Aug. 29	40/	Ran away Dec. 5	Recd. 1 mos. pay	2-0-0	
Nathl. Witmore	do	Aug. 30	40/	Ran away Oct. 15	Recd. 1 mos. pay	2-0-0	
Philimon Roberts	do	Aug. 30	40/	Ran away Oct. 15	Recd. 1 mos. pay	2-0-0	
John Nickolas	do	Sept. 5	30/	Ran away Dec. 6	Recd. 1 mos. pay	1-10-0	
Moses Pelton	do	Sept. 12	30/	Ran away Dec. 6	Recd. 1 mos. pay	1-10-0	22-8-0

£514-18-8¼
7-14-6
2-16-6

To Commissions for Paying off at ½ P Ct.....
Sundries ⅔ bill

Recd. at Sundry time, Comtee. order on Treasurer for

£529-9-8¼
430-0-0
£ 95-9-8¼

Hartford, 25th Jany. 1776. Recd an Order on Treasurer £92-13-2½
Dr. indorsed on the Bill there for 2-16-6
Errors Excepted ⅔ GILES HALL

To the Honourable Jonathan Trumbull Esq^r:

Agreeable to your Honours Directions dated 4th inst. I improved y^e first Opportunity that Wind & Weather permit^d and proceeded to Cruize in y^e Sound with Intention to proceed as Far up y^e Sound as White Stone or Hunts Point, but on Saturday last being a Little Eastward of Newhaven spoke with Cap^t Niles in y^e Schooner *Spy* who Confirm^d y^e Report of that Arm^d Sloop that y^r Hon^r ordered me after, was actually return^d back and passed by New York, in confirmation of which I thought proper to Put into this Harbour & on Hearing y^r Honours appointment of the General Assembly meeting on y^e 12th inst. December thought proper to Tarry here for y^r Honours further Orders.

From y^r most Obed^t Humb^{le} Serv^t

GILES HALL.

New Haven, 13 Dec. 1775.

Dec. 15, 1775.

To the Honourable Mathew Griswold Esq^r:

Sir, In case the weather would not permit of getting y^e Brigg *Minerva* up to the proper place of Delivery should be glad of Particular Directions with Regard to Laying up s^d Brigg in Some Safe Place and likewise in Regard to y^e Guns, Stores &c. and how I shall Discharge and Pay off y^e People.

I am Sir y^r most Humble Serv^t

GILES HALL.

SPY

(Colony Schooner)

In the early part of September, 1775, the *Spy* was brought from Stonington to Norwich to be fitted out. Col. Jabez Huntington was requested by the Council of Safety to purchase 12 blunderbusses lately brought in by the master of a vessel for the account of Nathaniel Shaw, to be used on the *Spy* under the command of Captain Robert Niles (appointed August 2, 1775), and £100 was voted Capt. Niles for current expenses, wages of men, and fitting out the vessel. Other payments were voted as needed, Oct. 9th, Dec. 22nd, to complete the equip-

ment, so that by Jan'y. 26, 1776, she was ready for sea and received orders to assist in the project of the occupation of New York by Gen. Charles Lee. (See *Sparks, Letters to Washington*, i, 118; *Am. Archives*, 4th Series, iv, 683, 930; *N. Y. Hist. Soc. Coll.* 1871, 238 et seq.)

Her commander, Robert Niles, probably made the first capture of an enemy vessel when, in July, 1775, before the *Spy* had been purchased or placed in commission, he seized the Tory brig *Nancy*, Capt. Thomas Davis, belonging to one Joshua Winslow of Boston, then lying in Stonington harbor, brought her around to Norwich for libel and prevented her returning to the enemy, then occupying Boston. The brig and cargo of molasses were sold, and later the vessel was in Continental service. (*Rev. War*, iv. 334, also ix, 50.)

In July, 1776, the *Spy* was ordered by the Council of Safety "to seize and bring into port any provision vessel or vessels which she may be able to discover and take, in or about the harbor of New London, offing, or Sound, bound to sea, and the same hold or detain, and make report of the circumstances, cargo and destination of such vessel or vessels, the master's name, place and abode, owners' names, the license by which they have sailed, etc., to His Honor the Governor, and take his directions relative to the proceeding or further detention of such vessels,—excepting vessels furnished with papers or authority from the Continental Congress." On July 3rd, Daniel Latimer was paid £3-18-0 for "carting 4 guns and a load of gun carriages to Norwich for the use of the schooner *Spy*." The results of the first cruise of this vessel indicate that on August 22, 1776, she fell in with and captured the British schooner *Hannah & Elizabeth*, Capt. Ronald Bruce, bound from Barbadoes to Halifax; her cargo consisting of 59 hogsheads of rum and 8 hogsheads of sugar, entire value of vessel and cargo being £3584:0:11. Also the ship *Hope*, Capt. Quince, of 270 tons burthen, bound from St. Vincent to London, her cargo consisting of 257 hogsheads of sugar, 32 poncheons of rum, and some molasses, cocoa and coffee. (See *Conn. Courant*, No. 608, Sep. 16, 1776, and *Papers of the Continental Congress*, showing list of Prizes taken into New London, April to Aug., 1776.) On May 30, 1776, the *Spy* was chased into New London by H. M. S. *Cerberus*, frigate,

which pursued her to the Race, the *Spy* losing her topmast. On October 9th, 1776, she captured a vessel, name unknown, commanded by Capt. Barron, which ship she fell in with near Stonington, together with a cargo of 8000 bushels of wheat. The vessel was taken to Norwich for libel.

After wintering and refitting at Norwich, the following orders were issued to Captain Niles, he having received his provisions from Cpts. Ephraim Bill and John Deshon for the southern voyage to Maryland for flour.

Lebanon, March 7, 1777.

Capt. Robert Niles.

Sir—You being Commander of the Schooner *Spy* now fit for the Sea, you will embrace the first opportunity to Sail for Maryland or Virginia with a Bill Drawn by Commissary Trumbull on President Hancock for One Thousand Dollars properly indorsed. You will therefore Dispose of said Bill and lay out the Avails in Maryland or Virginia for Flour or Bread as by Advice you will find to be most Advantageous to the State Concerned and a few Barrels of Tarr and Turpentine if to be had. If your money should not Hold out, to Purchase a load of those Articles you are authorized to Draw on the Gov^r of this State for what you shall want to make up a full cargo and your Bill or Bills will be Duly Honored. If your money should purchase more than a cargo of those articles you may Invest the Surplus in Such Articles as you Judge will best answer the Public Necessity, and Return as soon as Possible. Three Sets of Bills of like Tenor and Date are had. One will be forwarded by land Directly, one by you, and the other in Safe hands.

Wishing you a good voyage and a Speedy & Safe Return
I Remain Your Humble Serv^t

JONATHAN TRUMBULL.

N. B. He had orders to Cap^t Ep^h Bill for a bbl. of Rum and to Cap^t Jno. Deshon for Bble Pork & Bread.

Having returned from Maryland with his cargo as ordered (inventory of which is on file, Conn. State Library), by way of Bedford in Dartmouth—as is shown by a letter dated May 7,

1777, from Samuel Eliot from that port—Captain Niles was directed by Nathaniel Shaw, marine agent at New London, to land his cargo and provisions on board the *Spy*, with Messrs. Deshon and Ledyard as commissaries, taking their receipts, and Mr. Shaw was to also direct what other goods to bring from Bedford in her next voyage there, which was ordered to be performed as soon as may be. These orders were issued May 12, 1777, by the Governor and Council to Nathaniel Shaw. On May 19th, he was ordered to put the *Spy* into a posture fit for a cruise and to enlist a crew to serve not exceeding the first of January next and for such time as he can engage them for, within that term, for which he was allowed the sum of £300 for public use and to be accounted for. On June 3, 1777, orders were sent to Samuel Eliot at Bedford to deliver to Capt. Niles two cannon belonging to Connecticut, for use of the *Spy*.

On June 30th the *Spy* was back in New London harbor again, thoroughly equipped for duty, and now mounted six carriage guns. Orders were sent from Lebanon by the Governor and Council on that day, per one Francis Bayard Winthrop, to Capt. Niles, to proceed on a cruise to New Haven and as far westward as may be prudent, and toward Long Island, to annoy the enemy and to give intelligence of any interesting discovery he may make or intelligence of the designs of the enemy he may get. On this exploit he took two sloops, one, the *Ferguson*, July 27, Capt. Allen, the other a small vessel, name unknown.

According to Capt. Niles's letter of July 3rd to Governor Trumbull, he had some prisoners on board the *Spy*, and requested instructions as to their disposal. Alexander Clark was to be sent to the care of General Silliman in Fairfield; Eph^m Betts and Joseph Waterbury to Hartford gaol; John Curry and John Casey to remain on the *Spy* until her return to New London, when Curry was to be delivered to Mr. Shaw, and Casey to remain, under observation, on the *Spy*; that if opportunity presents, they might send to Setauket for their clothes and money.

While on this western cruise in Long Island Sound, on the 10th of September she fell in with and captured a fine sloop of about 80 tons burthen, laden with wood, and named the *Dolphin*. On Sept. 29th Nathaniel Backus, Jonathan Lester, and Joshua Norman of Norwich, with Capt. Niles's consent,

were appointed to appraise the *Dolphin*. The *Spy* was, by Oct. 15th, at Norwich, as well as the *Dolphin*, and the latter received some refitting, a new mast, etc., as shown by an order to Joshua Huntington from the Council. It was also voted that Benjamin Huntington Esq^r be and he is directed to fit the Schooner *Spy* for sea. And that "Zebediah Smith of Norwich be and he is hereby appointed Lieutenant and Commander of the Schooner *Spy*, and that he enlist a suitable number of seamen and marines for cruising in the Sound, and take the command of said schooner and proceed on a cruise untill some person shall be appointed captain of the same." On Oct. 30th, 1777, Benjamin Huntington was directed to settle the expense of the libel trial of the *Dolphin* and what was due to the captors. Nov. 29, 1777, the account was exhibited.

The *Dolphin* was sold for £1006:8:8

Expenses of Court 25:2:4

Remaining £981:6:4

one half of which belonged to the State and the other half to the captors. The State purchased the prize for £1000, and the next spring ordered her fitted as an armed vessel and appointed Capt. Robert Niles (April 21, 1778) to command and prepare for a merchant voyage to the West Indies in company with the *Spy*, Capt. Zebediah Smith, appointing Capt. Jabez Perkins of Norwich to procure cargo of staves, hoops and lard for both vessels.

This West India voyage was made by the *Dolphin* only (*see pay roll*), as a request from the Marine Committee of Congress called upon Connecticut for a suitable packet to be provided for the purpose of carrying dispatches to France; and at the May, 1778, session of the General Assembly it was "*Resolved*: That his Excellency be desired to give the necessary orders to have the *Spy* gotten immediately in readiness for that purpose, and to proceed thereon accordingly." Capt. Robert Niles was thereupon ordered on the voyage and the Schooner *Spy*, 50 tons, 6 four-pounder guns, 30 men, sailed from Stonington with a copy of the Treaty with France ratified, and arrived at Brest in twenty-one days, having passed through a very numerous British fleet off that port, unobserved. It is



BOWL AND PITCHER OWNED BY CAPTAIN ROBERT NILES
Of the Schooner "Spy"
Connecticut Historical Society

supposed that as she was so small she was not suspected of being an American.

Sloop *Dolphin* to Robert Niles Dr.
for Sundry Persons Wages by him Paid viz:

1777			
Robert Niles, Master	Sep 27 to Mch 6, 1778		£104-13-4
Frederick Calkins, Mate	Oct 12 to Feb 25, 1778		44-6-8
Peter Jeffers, Clerk	Nov 14 to Mch 2, do		35-6-8
John Leseur	Oct 3 to Mch 5 do		45-12-0
John Paterson	Nov 15 to Feb 24 do		29-14-0
Cornelius Savage	Oct 6 to Mch 6 do		45-0-0
Zefeniah Hatch	Nov 14 to Mch 2 do		31-16-0
Abner Bebee	Nov 13 to Mch 2 do		32-2-0
Joseph Webb	Nov 26 to Mch 2 do		12-10-8
James Treat	Dec 26 to Feb 24 do		12-15-3
Lawdin Higgins	Dec. 29 to Feb 18 do		4-0-0
			<hr/>
			£397-16-7
By one month's pay in West Indies			101 — —
			<hr/>
			£296-16-7

"Your Excellency having been requested by the Marine Committee to have a Packet boat in readiness to carry important Dispatches to France, we have now sent such to your care, conditionally, which we desire you to give in charge to a trusty captain, to deliver with his own hands to our Commissioners at Paris. Your wisdom will dictate pointed orders for conveying the Packets without Injury, with Secrecy, and with dispatch, but for sinking them in case the vessel should be unfortunately taken.

We are respectfully,
Your Excellency's
Humble Servants,

RICHARD HENRY LEE
JAMES LOVELL.

Yorktown
May 19, 1778.

Governor Trumbull."

Bedford in Dartmouth, 7th May 1777.

Hon^d Sir

I take the liberty of enclosing Capt. Niles's receipt for Sundrys delivered him (on acct. and risque of the State of Connecticut) agreeable to Your Honors directions, and M^r Shaw's written order.

It is with pleasure I am able to inform you of the quality of provisions found on board. They are in General, of the very first quality—the Beef in particular—as the *Spy's* cargo will evidence. I was desirous of sending the greater part of the Hhd of Liverpool yellow ware found on board, but as I had no directions I thought it best to detain it until I heard from you. We have met with several casks of wro't iron—one keg contains Gimlets of various kinds. The others are Nails. A number of waggon tire irons have been found, but whether there is a large quantity I am not able to ascertain. They shall be Stored untill further Orders. The Bale of Kendall Cotton and Woolen Caps has come to hand. Instead of Cottons, we find a number of Prs. of White and a number of Blue Coarse Cloths, fitt only for Watch Coats. Capt. Niles can inform your Honor of the Sorts. Every particular relating to the Cargo shall be duly transmitted.

I remain your most dutifull and obed. serv^t

SAM^l ELIOT.

Libelant in Prize Sloop, name unknown, taken by Capt. Niles.
To Register, Dr.

1777

Oct. 7. To Court & Jury & Fees &c on Trial

said Sloop (condemned to the Captors) £9—05—4

Execution for the Sale — 6—

£9—11—4

Errors Excepted

Win^t Saltonstall, Reg^r

1777	Prize Sloop <i>Dolphin</i>	
Sept.	To Zeb. Smith Dr.	
To 2 days work unloading wood		£1—4—
To my time & expenses to New London		
at the Condemning of the Sloop		—12—
To Pd Uriah Smith for 2 days work		1—4
		<hr/>
Errors Excepted		£3— —
	⌘ Zebediah Smith	
To Solomon Storey's bill for Horse Hire to N. L.		12
		<hr/>
		£3—12—0

Norwich, Oct^r 10, 1777Prize Sloop *Dolphin* to Robert Niles—Dr.

To Pd Jeffers, Peter 3 days work unloading wood	£1—16
To Pd John Williams 1½ do	—18
To Pd John Lesieure 3 days/Frederick Niles 2 days	3— 0
To Pd Mark A ^r Dolph 1 day	—12
To Pd for Pumping Sloop Dolphin 21 Days	3— 2
	<hr/>
Errors Excepted	£9— 9
	⌘ Robt. Niles

N. B. The foregoing Sloop *Dolphin* Captured by Cap^t Rob^t Niles. There was a quantity of Wood on Board ½ belonging to the State for which the said Capt. Niles hath acc^{td} with Pay Table. The Captor's half is £490—13—2.

SCHOONER <i>SPY</i> to ROBERT NILES		Muster & Pay Roll
October 8, 1776		
for Sundry Persons Wages by him paid, vizt:		
Robert Niles, Capt.	from June 8th to Octr. 8th	£38—8—0
Timothy Parker, Lieut.	“ “	24—0—0
Zebediah Smith, 2d do	“ “	24—0—0
Benjm. Mortimore, Boatswain	“ “	18—0—0
R. Moore, Clerk	“ “	18—0—0

John Lessieur, Cook	"	"	14-8-0
Ebenzr. Blakesley, Gunner	"	"	18-0-0
Ezekiel Sayers, Seaman	"	"	9-12-0
John Hall, "	"	"	9-12-0
Archibald Naites, "	"	"	9-12-0
John Tucker	"	"	9-12-0
Wm. Srambow, Boatswains Mate	"	"	10-16-0
James Davenport, Seaman	"	"	9-12-0
John Johnson, "	"	"	9-12-0
John Gaylord, Marine	"	"	8-0-0
Wm. Swan	"	"	8-0-0
Wm. Davall, Seaman	"	"	9-12-0
Stephen Squire, "	"	"	9-12-0
Josiah Carew, Carpenter	"	"	18-0-0
Zephaniah Tapping, Seaman	"	"	9-12-0
David Hand, Marine	"	"	8-0-0
David Bowers, Seaman	"	"	9-12-0
Luther Hildreth	"	"	9-12-0
Wm. Goldsmith, Offr. Marines	"	"	10-16-0
Caleb Brown, Marine	"	"	8-0-0
Lewin Chatfield, Seaman	"	"	9-12-0
John Gan, "	"	"	9-12-0
Ezekiel Miller, Marine	"	"	8-0-0
Wm. Covell, Pilot	from Aug. 13	"	3-10-0
John Tisaker, Seaman	"	to Sep. 9	2-3-2
Joseph Halley	"	Oct. 8	4-8-0
Wm. Sprigs	Aug. 22	to Sep. 14	1-16-9
John Naites	Aug. 13	to Sep. 19	2-17-7
Henry Walker	"	"	2-17-0
Thos. Coffin	"	Oct. 8	4-8-0
Manuel Swarzy	"	to Sep. 9	2-3-2
Wm. Gardiner, Marine	"	to Sep. 19	2-8-0
Tagnier Fernando	Aug. 22	to Oct. 8	3-13-8
Silas Clement	"	"	3-13-8
Richard Baxter	"	to Sep. 8	1-7-2
Thos. Gowdy	"	to Oct. 8	3-13-8
Danl. Tomy	Aug. 25	to Sep. 18	1-18-6
Anthony Bonscourse	"	"	1-18-6
Thos. Etherby	"	"	1-18-6

£405-19-11

Commissions at 5 P Ct 20-6-0

£426-5-11

Errors Excepted 29 ROBERT NILES.

*2d cruise**SPY*

Capt. Robert Niles—Crew from Oct 8, 1776 to Jan 8, 1777

Robert Niles	Captain
Timothy Parker	Lieut.
Zebadiah Smith	Master
Benj. Mortimore	Boatswain
Eben Blakesley	Gunner
Return Moore	Clerk
Josiah Carey	Carpenter
John Lasseur	Cook
Wm. Goldsmith	Sargeant Marines
Wm. Ruenbow	Boatswain's Mate
John Johnson	Seaman
Ezekiel Sayers	do
Archibald Nails	do
John Hall	do
James Davenport	do
Wm. Swan	boy
John Gaylord	Marine
Wm. Davall	Seaman
David Hand	Marine
Stephen Squire	Seaman
Caleb Brown	Marine
Zephaniah Tapping	Seaman
David Bowen	do
Luther Hildreth	do
Wm. Covel	Pilot
Thos. Coffin	Seaman
Jos. Holley	do
John Tucker	do
John Gau	do
Ezekiel Miller	Marine
James Goudy	Seaman
Lewis Chatfield	do

Crew of the *Spy*, Jan. 8, 1777 to May 8, 1777

Robert Niles	Captain
Nathaniel Barnes	Mate
Thos. Rice	2d Mate
Wm Higgins	Richard Stewart
Ezekiel Sayers	Wm. Swan
Stephen Squire	James Ford
John Tucker	Josiah Carey
David Bowers	Jaquin Fernandes
John Anthony	Wm. Skinner

Crew of the *Spy* from May 8, 1777 to Sep. 26, 1777

Robert Niles	Captain
Zebediah Smith	Lieut.
Wm. Harris	Master
Michael Pepper	Mate
Richd. Stewart	Gunner
David Lewis	B. Mate
Peter Jeffers	Carpenter
John Robertson	Clerk
Jonth. Rudd	Steward deserted
Jacob Kingsbury	Sergeant
Wm. Swan	Cook
Jos. Francis	B. Mate
Kingsbury Edgerton	
Thos. Wood	Seaman
Harris Tinker	do
Chas. Turner	do
David Rogers	do
Thos. Dandee	do
Anthony Wolf	do
Thos. Reed	do
Jacob Cooper	do
John Williams	do
Johan Lasseur	do
Joseph Webb	Boy

Crew of the *Spy* from Oct. 16, 1777 to Mch. 24, 1778

Zebediah Smith	Captain
Asahel Smith	Lieut.
Benj. Mortimore	Master
James Elderkin	Gunner
Jonth. Sachel	Boatswain
Henry Boardman	B. Mate
John Johnson	Cook
Thos. Wood	Seaman
Minor Elderkin	do
Roger Avery	do
Wm. Swan	do
Nathl. Swan	do
John Williams	do
John Masters	do
John Parsons	Boy
Wm. Allen	Marine
Saml. R. Smith	Clerk

The Muster Roll of the Crew of the *Spy* on her voyage to France has not been found. It was doubtless either thrown over the side or taken when the vessel was captured by the British on the return voyage.

The United States Dr. to the State of Connecticut for the wages &c. of Sundry on Board the Schooner *Spy* while prisoners (in England) in the service of the United States.

Capt. Robert Niles—service on board Schooner <i>Spy</i>		
Michael Pepper	“	“
James Brown	“	“
Solomon Hatch	“	“
Zephaniah Hatch	“	“
Cyrus Fanning	“	“

From the first pay-roll of the ship's company, dated Oct. 8, 1776, it appears that Timothy Parker was First Lieutenant in the *Spy*, and evidently ordered on board the prize ship *Hope* (Capt. Quince) taken by the *Spy* in the early fall of 1776.

This prize ship *Hope* never came to port for libel, but was retaken by the British and carried into New York, together with the prize-crew from the *Spy*, with Lient. Timothy Parker and five seamen as prisoners, as is evidenced by the following letter:

Whitby, Prison Ship, N. York, 9th Dec. 1776.

Sir:

I make no doubt but your Honor long before this hath been apprized of our being Prisoners in New York. That our present Situation is most wretched your Honor need not doubt, which I likewise hope you will soon be assured of from men of Undoubted Veracity. There are more than two Hundred and fifty prisoners of us on board this ship (some of which are Sick and without the least assistance from Physician, Drugg, or Medicine) all fed on two-thirds allowance of Salt provisions and all Crowded promiscuously together, without Distinction or Respect to Person Office or Colour, in the Small Room of a Ship's Between Decks, allowed only to walk the main deck from about Sun Rising till Sun Sett, at which time we are ordered below deck and suffered only one at once to come on deck to do what nature requires, and sometimes we have been even Denied that, and been obliged to make use of tubbs & bucketts below deck to the great offence of every Delicate Cleanly person as well as to great prejudice of all our healths. These Sir with many other Miserable Circumstances too lengthy and too tedious to enumerate, are the just portraits of our present Situation. In short, sir, we have no prospect before our eyes but a kind of lingering inevitable death unless we obtain a timely and Seasonable Release. From your Honor's well known Character of Humanity and Justice we Humbly hope That your authority will be exercised in procuring us an Exchange. As Lord Howe hath sett att Liberty all his prisoners taken in the Merchant Service, But Refuseth (as we hear) to Exchange those Taken under Arms but by a like number taken in Arms also, Therefore from your Honor's Clemency, Candour and Benevolence we Cannot but hope and Expect (as we were in the Service of our Country and Cannot be Deemed as Common privateer) That Such an exchange will be put forward and in due time accomplished if possible. In

the meantime we Rest in Confidence that your Honor's Authority and Influence will be Exerted in our behalf, and beg leave with the utmost Respect to Subscribe our Selves your Hon^{rs} most ob^t Hb^l Serv^{ts}.

These Belong to the Schooner <i>Spy</i>	}	Tim ^r Parker
and were taken in the Ship		William Davall Junr
<i>Hope</i> . They are now prisoners		John Tucker
with me. The others I Suppose		William Swan
to be on board some of the men		Thomas Coffin
of war, but what ship or where		Joseph Holly

I cannot tell.

To the Honourable Jonathan Trumbull Esq^r.

The result of this appeal was successful, for shortly after an exchange was made, and Lieut. Parker and his men returned to the State service.

Letter from John Adams to James Lovell.

Passy, France, July 9, 1778.

My dear friend: I had yesterday the honour of Receiving the despatches from Congress which were sent by the *Saratoga* from Baltimore, arrived at Nantes, convoy^d by *Boston*, Captain Tucker; and those of the *Spy*, from New London, arrived at Brest, and the inexpressible pleasure of your private letters by the same vessels.

The Ratification of Treaty gives universal joy to this Court and Nation, who seem to be sincerely and deeply rejoiced at this connection between the two countries. * * * * *

(From *Diplomatic Correspondence*, Amer. Rev. by Wharton.)

(From Franklin, Lee and Adams.)

Passy, France, July 20, 1778.

To the President of Congress:

Sir:

We have the honor to Inform Congress that the *Spy*, Captain Niles, has arrived at Brest and brought us a Ratification

of the Treaties with His Most Christian Majesty, which has given much satisfaction to this Court & Nation. * * * *
 (From *Diplomatic Correspondence, Amer. Rev. by Wharton.*)

Capt. Robert Niles was born at Groton in 1734, and died at Norwich, Connecticut, in 1818. He was a shipmaster of experience in the merchant service before the Revolutionary War. He was taken prisoner on his return home from France, and carried to England, from whence he found means to get over to France; and on his return homeward he was taken a second time and carried to England and held for a long time (*See Records Fortun Prison, Feb. 1779*) and did not arrive home until July 23, 1779, during all of which time—over a year—his own wages and those of his captured crew, with necessary expenses amounted to £1420-14-4 (Continental currency of May, 1778), all of which was properly adjusted by the Connecticut General Assembly, according to his Memorial addressed to that body.

DEFENCE, brigantine.

As a Naval offensive campaign was wanted and seemed necessary if Connecticut was to pull away from the Crown, it is interesting to note that on December 14th, 1775, the General Assembly convened at New Haven by special order of the Governor and Company of the English Colony of Connecticut, as the records tell us in the following words:

December 14, 1775, *Anno Regni Regis Georgii Tertii Decimo Sexto*. And Governor Trumbull wrote General Washington, Jan. 1st, 1776, as follows:

"This is the last time that the Regnal year appears at the head of the records of the Colony of Connecticut, and the Acts of this session are the last which were public under the Royal Arms. This assembly adjourned on the 28th of December, 1775, at evening."

One of the first things that that last Royal Session did was to resolve "that the brigantine owned by Capt. John Griggs of Greenwich be purchased for the use of this Colony to be fitted and improved as an armed vessel for the defence thereof; and

that Col. David Waterbury be a committee to purchase the said brigantine and appurtenances at a price not exceeding £1000, taking an inventory of the appurtenances belonging to said brigantine and a bill of sale thereof to the Governor and Company of this Colony, and that he make report thereof to this Assembly, and in case the said Col. Waterbury should purchase said brig, that with all convenient dispatch, he proceed with her to the Port of New Haven." Col. Waterbury and Capt. Isaac Sears, who were appointed a committee to view and examine this brig, reported that she was a new vessel which had made but one voyage to the West Indies, that her hull was well built and well calculated for a privateer. Her measure was 62 feet on the keel, 23 feet beam, and 11 feet depth of hold. She would well mount 16 6-pounders and 24 swivels. She was originally the *Lily Ann*, etc. So on Dec. 23rd, 1775, Col. Waterbury wrote the Committee of the Pay-Table at Hartford that he had purchased the *Lily Ann* for a thousand pounds and asked the Pay Table to honor the same. When an inventory of sundry stores and ship's furniture had been taken and referred to James Rice of New Haven, somebody renamed the brig "DEFENCE,"—presumably the Assembly, though no evidence seems to present itself. The inventory refers to the change in name quite clearly, however. The overhauling and refitting the brig began at once at New Haven, as many of the bills show.

When the *Defence* first went into commission at New Haven, in February, 1776, as a Brig, her complement of commissioned officers was as follows:

Captain	Seth Harding of Norwich
First Lieutenant	Ebenezer Bartram of Fairfield
Second Lieutenant	Samuel Smedley of Fairfield
Third Lieutenant	Henry Billings of Norwich
Lieut. of Marines	Joseph Squire of Fairfield
Master	Josiah Burnham of Norwich
First Mate	Edward Beebe of Stratford
Second Mate	Jesse Jeacocks of New London
Surgeon	Dr. Ezra Bushnell of New Haven

There were some changes in the commissioned personnel however before the end of the year. Ebenezer Bartram was retired because of infirmity, and Samuel Smedley was promoted to

First Lieutenant. Josiah Burnham resigned as Master. Henry Billings resigned to take command of a Privateer brig. Captain Harding himself, being in ill health, resigned his command and made request that Smedley be appointed as Captain; and Ezra Bushnell resigned as Surgeon, his berth being temporarily taken by Dr. Gideon Wells. So that the personnel of the officers of the brig for the next cruise in the spring of 1777 was as follows:

Captain	Samuel Smedley of Fairfield
First Lieutenant	James Angel of New London
Second Lieutenant	Jonathan Leeds of Groton
Lieut. of Marines	Joseph Squire of Fairfield
Master	Edward Beebe
First Mate	Jesse Jeacocks of New London
Second Mate	Caleb Dyer
Surgeon	Dr. Benjamin Ellis
Midshipman	Joseph Pease
Midshipman	John Lewis
Midshipman	Jonathan Alden
Midshipman	George Newcombe

In the early part of 1778, when the *Defence* was lengthened and made into a ship, the officer personnel again changed, according to documentary evidence discovered, but apparently nowhere else recorded.

Second Lieutenant Jonathan Leeds died in May, and was succeeded by Edward Beebe. Jesse Jeacocks was appointed Master in Beebe's place; Caleb Dyer promoted First Mate; Joseph Pease, Second Mate; Joseph Squire promoted and commissioned Captain of Marines; while John Lewis, Jonathan Alden and George Newcombe remained as Midshipmen, Dr. Ellis as Surgeon, and Dr. Nehemiah Whiting was added as Surgeon's Mate.

In addition to her battery of sixteen carriage 6-pounder guns, the *Defence* carried some swivels, nearly 100 muskets, 59 pistols, 51 cutlasses, 11 blunderbus "murderers." and two boarding grappling-irons. She carried two barges and one yawl.

During her three-year career she captured thirteen prizes, viz. :—

May 20, 1776,	sloop "Life-Guard"
June 20, 1776,	ship "Lord Howe"
June 20, 1776,	ship "George"
June 20, 1776,	brig "Annabelle"
July 1, 1776,	brig "John"
Sep. 22, 1776,	ship "Sally"
Mar. 12, 1777,	bark "Lydia"
Mar. 16, 1777,	schooner "Anna"
Mar. 20, 1777,	brig "Grog"
Apr. 20, 1777,	snow "Swift"
Apr. 20, 1778,	ship "Cyrus"
June 21, 1778,	sloop "Tonyns Revenge"
June 21, 1778,	sloop "Ranger"

and took prisoners aggregating over six hundred.

In reviewing some of the original bills for the fitting out of the *Defence*, in the early part of January, 1776, at New Haven—which bills are now on file at Connecticut State Library, well preserved—many interesting items are found worthy of mention. There are many of the usual charges for labor, including carpentry, sailmaking, rigging, iron work and blacksmithing, painting, etc.; but some of the details include, for instance, the following:

- 11 yards blue tammie, 26 yards white tammie for the colors of
ye brig *Defence* paid to Anthony Perit Feb. 23, 1776 £2-2-9
6 copper gun ladles for 4 pounders £1-8-6
(to take place of ye old tin canisters) paid to Samuel
Greenough on April 10, 1776.
1 "Diana" figurehead for the brig *Defence* paid to Ralph Isaacs
of New Haven, at a cost of £4-10-0 April 20, 1776
1 small boate for ye brig *Defence* paid to Peter Bouturn Apr.
15, 1776 at a cost of £7-10-0

Jan. 25, 1776 Chas. Prindle of New Haven
was paid 4 shillings 6 pence for a speaking trumpet
2 do 5 do for a Drum
3 do for two, half-hour glasses
all for the brig *Defence*

1941 yards of sail cloth including ye Ringtail and sprit-sail top-sail, and 80 hammocks.

2 bolts of Oznabrigs delivered to the committee of safety on their order, for ye brig *Defence*, and 2 anchors were receipted for by Henry Bates of New Haven.

£30 in currency was paid by James Rice to Samuel Smedley, March 30, 1776, for account of ye brig *Defence* (which might indicate that Smedley was acting paymaster also).

£16-4-0 was paid to John Wessel of New Haven for 48 days of labor for fitting gunner's stores for ye *Defence*, and £7-8-0 was paid for fitting and bending and rigging of ye sails.

Asher Myers of New York provided the copper ship's kettle at a cost of £15-0-0.

Arthur Lamb of New York provided the brass box compass and shipped it to New Haven by Capt. Moses Wells, at a cost of £2-15-0 on March 14th, 1776.

Stephen Harnick and Jonathan Austin of New Haven were evidently carpenters, as they were paid £10-2-6 for making 12 cabin chairs, 9 cots, 1 doctor's chest, a rule-joint table and one arm chest, for which 1000 hand-made 3-penny nails were also charged. Bill dated March 16, 1776.

The gilding and painting of the figurehead cost the Colony £5-5-0, and Charles Burroughs of New Haven was the artist. This also included painting and striping the brig, the barge and the guns, at 5 shillings a day and "finding myself"—including the grinding of ye paints. Bill dated April 30, 1776.

Perhaps one of the most interesting bills, which is dated March 14, 1776, is the one from Jonathan Durrell of New York to Capt. Moses Wells, who bought for the brig *Defence*, 2 dozen "stink-pots" for £1-0-0. These were earthen jars charged with a sort of batter made up of decayed fish and asafetida, saltpeter and brimstone, and prepared with a wick called an ox-tail, which when lighted gave off a most horrible odor of a nauseating and suffocating character. These were used for throwing down the hatchways and onto the decks of the enemy ships. The usual order of the Captain was, "Ply your stink-pots." The offensive smoke one can well imagine would serve to drive the enemy crew to the fresh air on deck, when the surrender was, as a rule, inevitable. Some of these

jars were made at the Norwalk, Conn., potteries as late as 1824.

Joseph Munson of New Haven, under date of Feb. 27th, 1776, supplied six of these jars, a quantity of marlin, some brooms, and two more anchors, one weighing 642 lbs. and the other 213 lbs., all for £20-7-4, for the brig *Defence*.

In explanation of some of the terms used in these vouchers,—“tammie” was a certain kind of woolen, or sometimes woolen and cotton cloth, perhaps akin to what we now term “bunting.” It was quite serviceable and was used for flags and pennants.

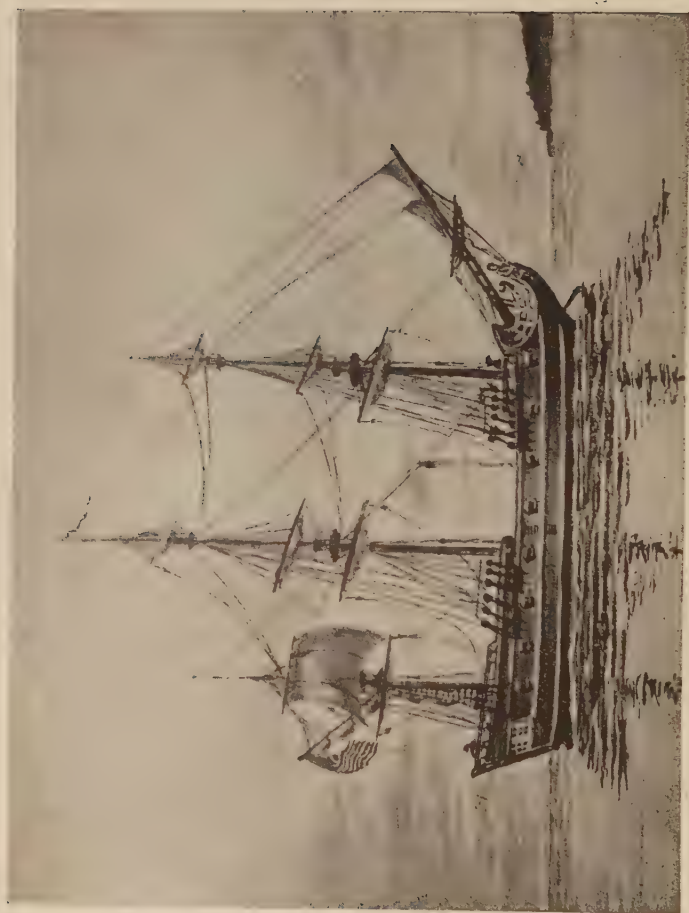
The naval flag of those days was evidently different in the different colonies or states. From the fact that the bill for “tammie” included white and blue colors only, it would appear that the flag of the *Defence* must have been a Colony or State flag. Record appears of naval flags in use during the Revolutionary War made up of 13 red and white stripes only, with no canton including stars at all, and later on, as the war proceeded, there were 13 red and blue stripes with the figure of a rattlesnake diagonally across the stripes and the legend, “Don’t tread on me,” on the second red stripe. The blue canton including the crosses of St. George and St. Andrew, which was called the “Cambridge flag,” was recognized by the Continental Navy, or the Marine Committee of Congress. This flag was used on the *Alfred* in 1775, and the *Royal Savage* schooner, Capt. David Hawley of Stratford, Conn., on Lake Champlain; and on other Continental ships of the period. Paul Jones’s ship *Ranger*, however, did fly the regulation stars and stripes, as the gift of the ladies of Portsmouth, N. H.

The word “oznabrig” was commonly used in the old days. It was a species of coarse linen originally made in Oznaburg, Germany,—probably supplied for sailcloth for the *Defence*.

The word “ringtail” was used to define a kind of studding-sail or “stunsail,” an auxiliary sail set on the gaff of a fore and aft sail at the leach. In stress of circumstances, as for instance when being chased by an enemy ship carrying more guns, this ringtail was set as a stunsail on the spanker, to get all the wind there was to draw on that important “pusher” of the craft.

A majority of the original crew of some 100 men came from

Fairfield and Stratford, mostly recruited by Lieutenants Bartram and Smedley. Captain Harding being an older and more experienced navigator and seaman, was put in charge, and the next record of the whereabouts of the *Defence* was at Fairfield, on secret duty,—rounding up Tories and endeavoring to prevent them, with their intelligence, from crossing the Sound to the British lines. In this work extreme caution seems to have been exercised by the Committee of Inspection and Safety in Fairfield, as shown by the reports in letter form from Captain Harding to Governor Trumbull, in the early part of May, 1776 (see Appendix). Smedley seems to have been Harding's chief reliance in this Tory detective work with which they were engaged, as he was detached temporarily and given command of a cruising craft which had been seized, called the *Discovery*. A Tory vessel called the *Life Guard* was captured and used on May 20th to chase Tory refugees to Long Island and to capture their leaders, such as Peter Fairchild, Samuel Hawley and Daniel Baldwin, who it appears were notorious Royalists in that quarter. Confessions and depositions secured, according to evidence in letters forwarded to Governor Trumbull, seem to have disappeared from the archives. Shortly after this service the *Defence* sailed to New London for stores and then departed suddenly on a cruise, and the next we find concerning her is contained in a letter from John Bradford of Boston on June 20th, 1776, wherein he says that the Brig *Defence* is in that port, after taking two ships and a brig with 330 officers and men of a Highland Regiment. This appears to have been the initial combat of the *Defence*, and justice can only be done to the affair by reading over some of the accounts and letters. This event was perhaps about as daring a piece of work as ever happened in the naval history of the Atlantic seaboard. After refitting at Boston and housing her wounded here and there in that city, the details of which appear in sundry vouchers on file, the *Defence* again set sail for New London, captured the ship *John* on the way, and turned her over to Prosper Wetmore, the sheriff of New London County, for libel, on July 14th, 1776, after a friendly call at Newport, and again, on Sept. 22, 1776, she fell in with and captured the ship *Sally*.



CONNECTICUT SHIP "DEFENCE," 1778, CAPTAIN SMEDLEY

According to British accounts, the naval activities took a turn about this time, and there did not appear to be as much daring on the part of the colonies as there had been, due to the presence of overwhelming odds in New England waters, as Commodore Shuldham's British wooden walls were for a time everywhere, and wrought havoc with the privateering that had been so prevalent at the outset by the Colonists. So that it was January, 1777, before matters had quieted down sufficiently for the Colonial sailors to again make plans to prey on their adversaries. Then it was that cruising orders were again given to the *Defence*, but now under the command of Samuel Smedley as captain, as Captain Harding had been relieved at his own request on account of ill health. These orders were given Smedley Jan. 11th, 1777. His commission as Captain was dated April 25, 1777. His cruising radius was not limited, and there is reference to the brig as being anywhere from Newfoundland to the Windward Islands of the West Indies.

Seth Harding, mariner, was born at Eastham, Cape Cod, Massachusetts Bay, April 17, 1734, the third son of Theodore and Sarah (Hamilton) Harding. He married, April 27, 1753, at Eastham, Abigail Doane, daughter of Benjamin Doane of Chatham, by whom he had a daughter, Abigail, who, being heir to her grandfather Benjamin Doane (deceased), was under the guardianship (Feb. 5, 1760) of Daniel Eldridge of Chatham during the long absences of her father at sea. (*Gen. Reg. of Several Ancient Puritans*, Vol. iv, by Rev. Abner Morse, 1864, also *Doane Genealogy*).

Captain Harding settled in Norwich, Connecticut, prior to the Revolutionary War, as evidenced by various items in the history of that city (by Caulkins) as well as the Vital Statistics. He lived on Franklin Street, which was then the road to Lisbon. In 1766 he was one of the seventeen pew holders in the Chelsea meeting house, and according to the tax records of Norwich during the early part of the Revolution there were only six *chaises* or gigs owned in town, one of which, that of Nathaniel Backus, was afterwards owned by Captain Harding: His daughter Abigail married Samuel Noyes of Stonington,

Jan. 18, 1770 (Vital Records, Part 1, p. 491), who was a son of William Noyes and Elizabeth Gillett. Samuel evidently died young or never returned from the sea, for his widow is recorded as having married her husband's brother, Charles N. Noyes.

Seth Harding, after recovering from a severe illness, and having relinquished his command of the brig *Defence*, was by Governor Trumbull then given command of the State Ship *Oliver Cromwell*, with which vessel he made successful cruises. (See *Oliver Cromwell*.) His health again failing, he was at his own request relieved, and Capt. Timothy Parker succeeded to the command of the *Cromwell*. Later he was recommended for a commission in the Continental Navy, and early in 1779 was ordered to the command of the frigate *Confederacy*, then in process of construction. The *Confederacy* was a Continental ship of 32 guns, and was built in the Thames River at Norwich, under the direction of the Governor and Council of Safety of Connecticut, by Jedediah Willett, under the superintendence of Major Joshua Huntington, who, as agent of the State for the Continental Congress, procured materials and workmen. She was launched Nov. 8, 1778, and was towed to New London to be rigged, fitted out, and recruited. Seth Harding was her first and only commander. She was ordered to France, carrying as passengers John Jay, the American Minister, and Count Gerard, a French envoy. She had not been long out, however, when she encountered a severe gale, in which she was dismasted and forced to put into the nearest friendly port, which was Martinico, W. I. The *Martinico Gazette*, Dec. 16, 1779, contains the following notice:

"The Continental frigate *Confederacy*, 40 guns, Captain Harding, came into our road. She left Philadelphia, October 27, 1779, destined for France, met with a gale on the banks of Newfoundland, lost her masts, had six feet of water in the hold, and arrived in the midst of perils. The Count de Gerard, late Minister from the Court of France to the United States, and his Excellency John Jay, who goes to represent the States to the Court of Madrid, were on board. They sailed from Martinico for France, Nov. 28, 1779, in the French frigate *L'Aurore*."



CAPTAIN SETH HARDING

Commander of the Connecticut Brig "Defence," the
Connecticut Ship "Oliver Cromwell," the Continental
Frigate "Confederacy," and the Connecticut Privateer
"Diana."

The *Confederacy* refitted and returned home. She was next sent to Cape Francois for clothing and other supplies for the Army, and on the homeward voyage fell in with two enemy vessels, to which she surrendered June 22, 1781. The British changed her name to the *Confederate* and sent her to England as convoy to some transports and with nearly 100 prisoners.

From a letter written to Governor Trumbull from Norwich, June 8, 1782, by Captain Harding, he mentions therein that he was exchanged "ten months ago," indicating that he had been a prisoner in England until August, 1781.

On March 12th the *Defence* captured the British bark *Lydia*, heavily armed and laden with provisions of all sorts for their army at New York. She was sent into Bedford in Dartmouth (New Bedford). On March 16th another prize, known as the schooner *Anna*, was taken, and arrived in Boston. On March 20th, still another, known as the brig *Grog*, laden with beef and no end of supplies, was captured and run into Plymouth for libel. And on April 20th, the richly laden snow *Swift* surrendered to the *Defence* and sailed into Boston. These captures caused great satisfaction and rejoicing to the Continental forces, both in Massachusetts as well as Connecticut, for the army was in great need of the commissary stores, clothing and other commodities that these prizes offered; to say nothing of the immense amount of money brought by the process of libelling and sales. The inventories were enormous and all of them repose in proper form in our State archives.

Captain Smedley, however, complained that the brig was the most uncomfortable vessel he was ever in, and requested permission to have her lengthened out and made into a ship. This was granted, and she proceeded to Hancock's Wharf in Boston in the fall of 1777, to receive the required alterations, consisting of the addition of a postern or quarterdeck, raised-up bulwarks and sides, lengthened 18 feet and widened a foot or two to make her steady. This made a full-rigged ship of 80 feet keel, or about 98 feet over all, exclusive of bowsprit, about 25 feet beam, and drawing only about 8 feet of water. On

Feb. 26th, 1778, she received by ox-teams, all the way from Salisbury, Connecticut, to Boston, a new battery of sixteen 6-pounders with new carriages, trunnions, etc., complete, from Daniel Humphrey, conductor of the teams, at a cost of £569. This was on an order from Jonathan Trumbull, given to Henshaw & Whiting (on Jan. 23, 1778) the managers of the furnace at Salisbury, Connecticut, where the guns were cast. The *Defence* almost immediately put to sea again as a Ship, in company with the *Oliver Cromwell*, and cruised for British prey until again rewarded, on April 20th, by the important capture of the ship *Cyrus* with a valuable cargo and prisoners, after an action which lasted "three glasses." Smedley sent his prize into Boston, and the State again received the benefit of a huge amount represented by provisions of all sorts and libel money. Smedley had a leaky ship, some casualties among his men and about fifty cases of smallpox on board to contend with when he took this prize, according to his graphic letter sent in by his prize-master, Lieutenant Peace, from Latitude 19 N. Long. 49 W. (See Appendix.) After this capture he cruised about, as far south as the Barbadoes, inoculated his men, repaired his wounded hull and rigging, and sailed into Charleston, S. C., the last of May, 1778, to get fresh water, stores and the news. And again on June 21st, 1778, notwithstanding his quarantine, to which he had been subjected while at anchor at Charleston, he got up his anchor and started out for more; fell in with three British privateers, captured two of them, the *Tonyns Revenge* of 12 guns and the *Ranger* of 8 guns, while the other got away as he was getting in his prisoners in a heavy sea. These captures produced upwards of \$80,000 alone. The next we hear of him is at Boston on August 3rd, 1778, waiting for orders and trying to get his men to "re-enter" for the next cruise. On August 6th, 1778, the following letter is on file, written to him by Governor Trumbull, from Lebanon:

Sir: Mr. Wasson delivered me yesterday your letter of the 3rd instant. I do sincerely congratulate you on your successes both first and last. Your conduct meets approbation. Your

further directions and orders are contained in the Resolve of myself and Council and in my orders which are enclosed, and wishing you success in your intended cruise, I am

Respectfully sir

Your obed. hbl. servt.

J. Trumbull.

August 30th, 1778, we find him at anchor in New London harbor, trying to fill up his complement of men for another cruise. As the terms of service of many of the crew had expired, Smedley left a good share of them in Boston when he sailed, as they were apparently well paid and wanted a respite without re-entering. On Sept. 17, 1778, Captain Smedley requested permission to repair to Fairfield for recruits, and this was granted him, but his efforts there were also hampered, attributable, as he assumes in his correspondence, and probably quite rightly, to the liberal allowances and inducements then offered by the newly-born Continental Navy, which department was now organized and administered from Philadelphia, so long as the British did not cause a hurried transfer of headquarters to Princeton and other places. The continuance of operations by the ship *Defence*—still at anchor at New London—was therefore delayed, but principally due to the appearance in Gardiner's Bay of an enormous British fleet under the command of Admiral Arbuthnot, who had recently sailed from Halifax; so that silence and quietude again reigned supreme on the part of the *Defence*, as well as other state ships and privateers, until the spring of 1779, when it seemed best to again venture forth in quest of prey, especially down the Sound toward Huntington, Long Island, where special activity on the part of the British appeared in a threatening form. So, in company with the *Cromwell* and other Continental ships, the *Defence* started out on a cruise of reconnoitre. These cruising orders were issued the first week in March, 1779. Smedley was still handicapped by not having enough seamen to properly handle his ship. Nevertheless, he put to sea, having temporarily manned her from a detachment belonging to the Continental establishment then stationed at New London by orders of his senior officer, Captain Seth Harding, who had recuper-

ated from a long sickness and had been commissioned as an officer in the Continental Navy in command of the *Confederacy*. On March 10th, however, being chased by a superior force of the enemy, he endeavored to escape capture and get back into New London harbor under cover of the forts, by cutting across what was then known as Goshen Reef, off Waterford (now called Bartlett's Reef), and in so doing wrecked the ship. His letter to Governor Trumbull, of March 12th, is perhaps the most pathetic one ever written in time of war, and his plea for a speedy Court of Inquiry was granted by the Governor on March 20th, 1779. The Court, however, was held on March 17th, 1779, before the orders arrived, at Nathan Douglas's tavern in New London, Captain Harding presiding, and from all accounts Smedley was exonerated, although Proceedings of the Court do not appear on file thus far observed. The bill, however, for the expenses of the Court, by the State, does appear, and is somewhat interesting:

March 17th, 1779.

Court of Inquiry of Capt. Smedley, Dr.

To 4 bottles of wine	£8.	9.	0
To 2 other bottles	4.	0.	0
To 18 bowls of punch	27.	0.	0
To 6 dinners	4.	10.	0

£44. 2. 0

errors excepted

Pr Nathan Douglas
Timothy Parker

There is no evidence as to who partook of this sorrowful repast, but it is safe to say that Captain Harding, Captain Timothy Parker, Captain Samuel Smedley, Lieutenant James Angel, Captain Lloyd of the Continental detachment, and perhaps Nathaniel Shaw, then Naval Agent for the port of New London, were present.

By the nature of the circumstances surrounding this unhappy episode of losing his ship, Captain Smedley, as the saying is in nautical parlance, was necessarily "put on the beach,"—went home to Fairfield and once more applied himself to agricul-

tural pursuits on the farm, until offered the command of the *Guilford*, another state war vessel, by Governor Trumbull, in June. This he declined, as he had evidently made up his mind to remain quiet for awhile at least, or perhaps until he could satisfactorily arrange a bargain for a Letter of Marque of his own. While thus engaged at home, the British General Tryon had been formulating his concerted drive from the Sound and from Long Island, and landed on Fairfield beach with a large force of Hessians and proceeded at once to burn the town on the 7th of July, 1779. On July 2nd a letter appears on file, addressed to Governor Trumbull, signed by Samuel Squire, Jonathan Sturges and Thaddeus Burr of Fairfield, stating that Captain Smedley was in command of a field piece (cannon) with which he successfully hulled an enemy ship after a raid had been made by an enemy party from Long Island. Among the estates burned was that of Capt. Samuel Smedley, including a loss of two houses, a barn, shop, furniture and clothing, provisions, etc., estimated at £795, for which the state authorized reimbursement by Act of the General Assembly in October, 1780, of £437, based on the assessed valuation of 1774.

To say that many of the families of Fairfield were in dire straits by reason of this wanton destruction by fire at the hands of Tryon's men, is putting it mildly. Many of them literally had to camp out. Some of them fled inland toward what is now Trumbull and Easton, five or six miles north, and were taken in bodily by friends and neighbors until they could make plans for rebuilding their homes. General Gold Sellick Silliman's wife and family were thus sheltered in North Stratford, while he was a captive on Long Island and his home destroyed. Undaunted by these reverses, burnt out of house and home, Captain Smedley, then but twenty-six years old, rebuilt his home, which, although altered and modernized, now stands on the corner at the end of Fairfield Main Street, below the Town Hall Green, on the right as you turn on the Boston Post Road on the way to New York. His father-in-law, David Rowland, lived across the street, and this was where Smedley's family practically lived during his long absences at sea. On the corner next to the fence enclosing the Smedley place is a large stone with the following inscription cut upon it: "By David

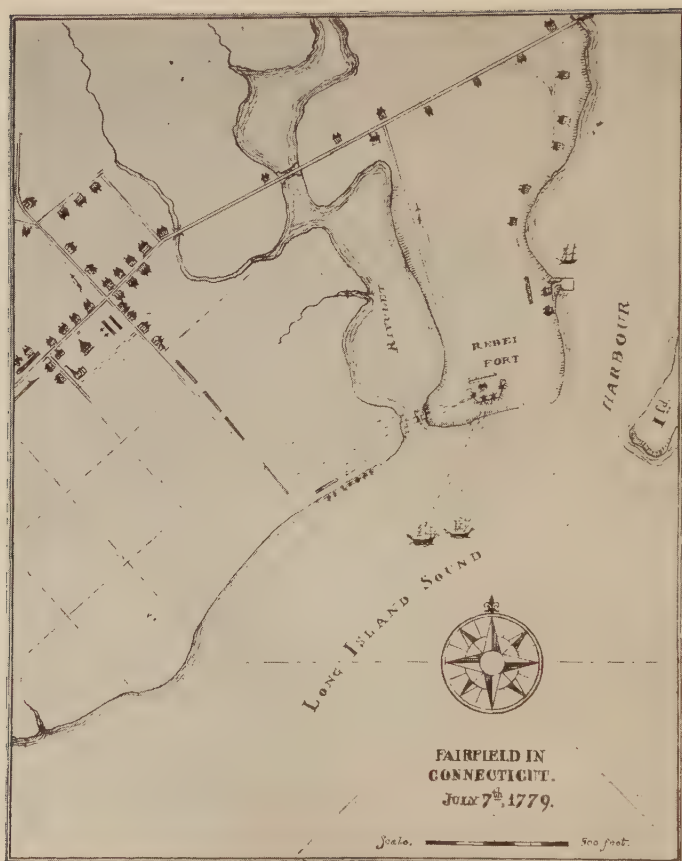
Barlow, the Cidevant Farmer 1791." The meaning of this inscription is explained that, during the French Revolution of 1789 aristocrats were called "Cidevants." Evidently the stone was planted by Barlow to protect Smedley's fence, and perhaps later inscribed by Smedley when he returned home. To show the spirit of the inhabitants of Fairfield when Tryon landed, set fire to the village, and sent a flag of truce to the commandant of militia, while his Hessians were burning the town, the following reply is found on file, and is of important interest:

"Connecticut having nobly dared to take up arms against the mad despotism of Britain, and as the flames have now preceded the answer to your flag, they will persist to oppose to their utmost, the power excited against injured innocence."

*Signed by Samuel Whiting, Colonel commandant.
To Major General Tryon,
Fairfield, July 7th, 1779.*

The same thing happened behind the stone wall fences in Fairfield that happened in Concord. The men, women and boys retreated to ambush, and with their muskets did what they could to the Hessians, fell back to Mill Plain, Greenfield Hill, and on the west, to Saugatuck, and got ready for the enemy the best they could. The whole country was alarmed and began to swarm in from all sides, finally compelling the enemy to retreat to their ships and sail away.

Soon after the burning of Fairfield, Smedley began to lay his plans for privateering against the British again, and finally succeeded in arranging with Joseph Williams of Norwich, John Grinnell of Fairfield and Gordon Saltonstall of New London, for the command and part ownership of a practically new ship, which he called the *Recovery*, and proceeded to fit her out at New London for a cruise on his own account,—secured his commission from Congress as Master and Letter of Marque, giving the United States a bond of \$20,000 for good behavior, etc. This bond was signed by Joseph Williams and John Grinnell and witnessed by Gurdon Saltonstall and David Mainwaring (Vol. 12, page 103, No. 196 C. C.).



MAP OF FAIRFIELD, 1779
From an old manuscript

The *Recovery* was a ship about the same size as the *Defence* and mounted 16 carriage guns. (See Privateers.) The full complement of 120 men was obtained and ready to weigh anchor in January, 1780, but because of New London harbor being frozen, he was unable to get out into the Sound and away to the ocean before February 18th, 1780, when he took his departure. His cruise was of but short duration, however, for he was overpowered (according to a letter on file from Capt. Daniel Scovel, dated March 20th) by the *Galatea*, Captain Reid, and a British cutter. The chase was of seven hours' duration before he was overhauled and taken prisoner with all his men, and brought back to New York, where he arrived March 31st, and was placed on a prison ship. Arrangements were made April 25th, 1780, between Governor Trumbull and Jabez Bowen of Providence, for Smedley's exchange for Lieutenant Locke of the British Navy, and in a letter dated May 11, 1780, from David Sproat, British Commissary of Prisoners at New York, to Major William Ledyard of New London, it appears that Smedley was exchanged according to this arrangement; and we again find him in New London, still young persistent, and looking for another Privateer to fit out against his adversaries.

Here he again succeeded, and arranged for part ownership with Joseph Howland and Thomas Coit of Norwich, in another vessel called the *Hibernia*, which mounted 10 carriage guns, and gathering his crew, he again set sail from New London on October 10th, 1780. Ill fortune again thwarted him, for he was captured on the high seas after being only fourteen days out, and taken back to New York, and, by order of Admiral Rodney, was shipped as a naval prisoner of war, in March, 1781, to Old Mill Prison, Plymouth, England, where he remained for some time, notwithstanding peace negotiations had practically terminated hostilities. It is interesting to remember, however, that this young son of Connecticut was but twenty-eight years old and still physically able to take care of himself evidently, for the records of Old Mill Prison tell us that Samuel Smedley of Connecticut escaped, whereabouts unknown. By a persistent search of about every known source of supply of official and unofficial records, one of Robert Living-

ston's letters to John Jay, then Secretary of State under Washington, was discovered, in which he mentioned that Captain Smedley had just arrived in Philadelphia (September 12th, 1782) from Holland, in command of the chartered ship *Heer Adams*, with a large consignment of military and naval stores purchased in Holland by Commodore Gillon, of the frigate *South Carolina*, for the use of the United States.

Captain Smedley returned to his native town of Fairfield, and continued in the service of his country, by appointment as Collector of Customs for the District of Fairfield, until his death, June 13th, 1812. Fairfield was then a port of entry, until changed to Bridgeport. The custom house at one time was kept on Greenfield Hill, in the house now occupied by the descendants of Barzilla Banks. Afterwards it was in a building in Bridgeport, west of Park Avenue, formerly Division Street, where that street separated Fairfield from Bridgeport.

The exploits of Captain Smedley and his ship *Defence* during the Revolutionary War brought into the coffers of the Colonies, the Continental establishment, and to Connecticut, by its thirteen prizes, the equivalent, as near as it can be conservatively approximated by review of accounts, inventories, etc., on file, of \$500,000, which for a three years' life of a ship less than one hundred feet long, manned by various Connecticut men and boys aggregating not in excess of 350, first and last, is more to its credit than any other Connecticut vessel of like tonnage in service during the War of the American Revolution.

In the old cemetery on the west side of the Beach Road, near the Sound, in Fairfield, there is a simple gray headstone bearing these words—and nothing more:

"Samuel Smedley Esqr.
late Collector of Customs
for the District of Fairfield.
Died June 13, 1812.
Aged 59."

Captain Smedley was brought up in Fairfield, and probably absorbed his nautical knowledge from those with whom he associated, including no doubt Captain Ebenezer Bartram, who became Executive Officer of the *Defence*, and who perhaps

taught Smedley how to find latitude, do plain sailing, and who more than likely trained him in the arts of seamanship. Gun-nery was no particular accomplishment in those days, for most guns were of cast-iron and were of the 4-pounder or 6-pounder variety, smooth bore, and of hardly more than pistol-shot capacity, so far as doing serious injury was concerned. The crude, though fairly reliable, Davis "hog-yoke" quadrant was the universal instrument for determining position at sea if the sun shined. The pocket dial and compass was the commonest and near-enough instrument for determining time of day if the sun shined. The expensive English bulls-eye watch was a veritable instrument of precision, and while envied by some, was out of reach by many, although Captain Smedley did have, according to his will, one of these gold watches. The sand glass, or cinnamon glass, was good enough for anybody, provided he did not forget to turn it when the last grain ran through. These were usually made to run a half hour. That was the official "one glass" at sea, and that is why time is today measured in half-hours at sea, by bells. Longitude was hard to get. Dead reckoning by the reel and chip log and by the use of the lead line to find the depth of the water, was easier. Greenwich time and a chronometer to keep it (under the captain's pillow) was a luxury too fancy to even hope for. Charts, buoys, and even lighthouses, were in their infancy and unreliable, and a sailor's instinct and ability was about the only real dependence to hang to on a cruise. The natural-born intuition about tides, winds, currents and storms, combined with an elementary knowledge of navigation, a table of the sun's declination, the qualifications for command, a Yankee idea or two about barter and trade, a piece of chalk and a pine board, not to forget a fairly good pair of flint-lock pistols and a short, ready side-arm called a cutlass, usually completed the general complexion of a sea-captain's needs of the period. They were generally stalwart, hardy, fair-minded though stern, daring in the extreme, and exceptionally capable men. They had to be. And, no doubt, many of them possessed an individual standard for emphatic verbal expression, which may not have been devoted particularly to any specific sanctity. It was perhaps a sort of almost legitimatized though unconse-

crated flow of biblical terms without any peculiar degree of reverence, interspersed with an unbroken demonstration of rather positive lingual pollution, which seemed to inspire a sailor with a desire for sudden and substantial obedience. There was no diplomatic appeal or rendition of bucolic poetry about it. In short, there was nothing left to the imagination for the immediate voluntary action of anybody within ear-shot of his trumpet. To those recently enlisted landlubbers who had their initiation to such a brisk unsocial interchange of direct remarks, there was no cause for doubt in their minds as to what was wanted of them, when it was necessary to attract their attention, without delay; and a ship in those days was no chapel or sanctified altar for the declaration of sacred vows in time of storm or combat.

Then again, many of the old ship-masters insisted upon morning devotion at eight bells. The following powerful prayer is attributed to one of the old-time sea-captains, when he called his people to quarters:

“Oh, all-sufficient Fountain and Lord of Light,
Without whose gracious aid and constant sprite
No labours prosper, howsoever begun,
But fly like mists before the morning sun:
Oh, raise our thoughts and clear our apprehension,
Pour down thy spirit on our weak invention;
Be thou the Load-Star of our wandering minds,
New rigged and bound upon new designs:
Oh, fill our canvas with a prosperous wind,
Grant that of thee we may assistance find;
So bless our talents with a fruitful loan,
That they at least return thee two for one.”

In order to unveil some of the nautical mechanics of an old-time ship, it would seem appropriate perhaps to offer an interlude concerning the elementary technique, including construction and equipment of a craft such as the *Defence* was.

To find the tonnage, or “tons burthen” of a vessel of that period the usual method employed by ship-masters, was to multiply the length of keel by the breadth at broadest point, and the product by half the breadth, or depth of hold. The ship

Defence measured about 230 tons burthen. The broadest point was naturally amidships, but not necessarily on the spar-deck, because most vessels possessed what was known as a "tumble-home," or a curve from the midship section inward, so that the beam would be narrower at water-line and bulwarks than at the bulge of the berth-deck section. To find the tons displacement would be another operation, namely—multiplying length by breadth by depth and divide by 35, would equal approximate displacement, because 35 cubic feet of salt water would weigh a ton. The displacement of the *Defence*, therefore, would have been about 600 tons normal measurement. Most of the vessels of this class during the Revolutionary War had their batteries on the spar-deck, where the bulwarks were anywhere from 3 to 6 feet high, depending on the size of the craft. The gun ports were cut through the bulwarks and were provided with hinged casement shutters, swinging outboard from the top, and were closed in time of storm. Some of them were in two lateral pieces with a semicircle cut out in the center of each piece to fit over the gun when closed; while others were in one solid piece and the gun hauled inboard and made secure by block and tackle to deck rings when the ports were closed. A vessel of 200 to 300 tons would be planked and decked with 2-inch timber. The screw-bolt with nut and washer as a holding power was not standardized or used, because no standard of screw threads had been successfully contrived or invented, and also because there were no lathes of reliability for this purpose yet devised. The blacksmith's split-bolt, straight hand-made spike, and bolt with hole, and cotter-pin with washers to take up the slack, were therefore more universally used as a fastening power. Sail-cloth came from Europe and the East, because there were no mills in the Colonies, until the first one at Beverly, Massachusetts in 1788, that could furnish ships' clothing. Rope and cordage, however, were produced here, and iron was in process of manufacture at various places. White oak, birch, hackmatack, and other resinous timbers were plentiful, both for spars, masts, and hull construction. Paints and paint brushes were available locally, lampblack, yellow ochre, red and sienna, also linseed or flaxseed oil, were fairly plentiful. The strata of color pigment found at Whateley and Hadley, Massachusetts, along the western

bank of the Connecticut River, were responsible for many a painter's material and stock-in-trade, while hogs' bristles furnished good brushes for rough work. An exceptionally fine *de luxe* brush usually contained camels' hair, and once in a while a brush made of rats' whiskers was considered the apex of luxury in the painter's trade. Gilt was essentially a real imported thing of extravagance.

The length of a mainmast from step to top would be three times as long as the breadth of beam. The main yard or spar was two-thirds as long as the mainmast plus one-twelfth. The length of bow-sprit was a matter of variety, depending somewhat upon what the vessel was to be used for. A privateer brig would have a bow-sprit, jib-boom and flying-jib-boom sometimes nearly as long as the hull itself; while a West India merchantman would carry a moderate sprit and a single jib-boom merely sufficient for bracing and to provide for the bob-stays and head-sail rigging. There was a scarcity or dearth of dry-docks, and vessels had to be pulled out by means of a wooden crab-winch, or else the craft was careened, or hove down on one side by a strong purchase attached to the masts. The ship's bottom was graved with a mixture of tallow, soap and brimstone to preserve the caulking of oakum or hemp between the strakes, and also to make her slip through the water fast. If ships were damaged by gun-fire below the water-line, the wounds were stopped with salt hides, sheet lead and wooden plugs, until the carpenters could make the proper repairs. The head room between decks rarely exceeded 5 feet 10 inches, or 6 feet at most. Men for a ship's crew were usually taken if small in stature; a six-footer was not wanted. The intricacies and knowledge of marlinspike seamanship were of the utmost importance. Knots, splices, braids, seizing, selvldging and sennets were truly and wonderfully made. The sail-maker's trade bordered almost upon a profession.

Ships were usually supplied with two suits of sails. There were no double top-sails used, as were later by famous clippers. There were generally but three sails to handle on the main, while on such clippers as the *Flying Cloud*, *Dreadnaught*, and others plying the Atlantic in the nineteenth century, there were as many as eight different sails on the mainmast. There were however the regulation head-sails and a sprit-sail beneath the

bowsprit, sometimes called a water-sail or "Jimmy Green," just forward of the figurehead. A "bonnet" was laced to the foot of a squaresail, and a "drabler" was another sail or canvas laced to the foot of the bonnet to provide more wind surface in time of need. Staysails were in use between the masts, and steering-sails or "stunsails" were occasionally used. The pitch of the bow-sprit was sometimes as much as 45 degrees.

A craft of the size and class of the *Defence* would usually have a battery of six-pounders. Some of this class of cast-iron ordnance, made at the furnaces at Salisbury, Connecticut, may now be seen on the Park River embankment south of the State Arsenal at Hartford, Conn. A six-pounder gun on a ship carriage was called a "saker," good for about 200 yards. A four-pounder gun was called a "minion," good for about 150 yards. A one-pounder was called a "rabanet." Swivels and cohorns were also extensively used, as well as the ordinary flint-lock muskets (stock-fowlers and murtherers). A swivel was a gun about the size of a "rabanet," with a curved handle pointing upward at the breech of the gun, for handy training and elevating, and sometimes in the shape of a large blunderbuss. It was mounted in a Y swivel, the trunk of which was set in a hole in the bulwarks or handrails of the vessel, and could be unshipped and stowed away. A cohorn looked like a small mortar fastened to an oak block, and was used on deck or in the tops. The "stockfowler" or "fowler" was a short musket or blunderbuss to use in cramped spaces, such as the forecastle, or between decks, to repel boarders.

Signalling was of many kinds, but usually for ordinary peace times, three kinds only. By lowering and raising of topsails, and by setting different pennants. At night, by lights in lanterns and by musket shooting. In times of war elaborately planned brailing of either one side or the other of the main or other sails in various manners, the use of lights, singly and in groups, and in foggy or thick weather by the use of drums, trumpets and by musket shooting. There were no fog-horns known or used.

A gunner's equipment consisted of black, coarse powder in kegs, handled with copper scoops, the regulation powder-monkey's copper can or pail, a fire-pike or wick-match, copper gun-ladles, sheepskin sponger and rammer, case shot, langrel,

chain shot, a powder horn for priming, a priming iron, a dark lantern, and plenty of cartridge paper for wadding. As the war progressed, the powder was cased in bags to form a cartridge, and punctured with a priming-iron when rammed home. The ship's cables were of hemp and were sometimes as much as 21 inches in circumference. Below deck the interior was painted a dull or brick red, for obvious reasons. There were usually two setts of bits, one sett on deck up forward of the windlass, and one sett beneath on the berth deck; and two capstans, one abaft the foremast and the other on the berth deck. A ship of this class generally carried four anchors, two on deck up forward, a spare bower stowed on the fo'castle deck, and a heavy spare anchor usually kept down in the hold. Sometimes she carried what are termed "sheet anchors" and "stream anchors," which were of smaller size. These were stowed on either side, farther aft.

The life of a captain at sea, as well as junior officers, in the cabin and ward room, also his warrant officers in the steerage country, was many degrees happier, no doubt, than of his crew. He had a decent cabin and bed, a good place to eat and sip his punch, consisting of brandy or rum, spices and hot water; while his crew slept in hammocks slung on hooks in the deck timbers overhead, in the berth deck, ate their meals on a hinged board fastened and braced to the sides of the ship, and served themselves direct from the galley. Deck lights occasionally provided light and air, except in foul weather, when the hatches were battened down, making a veritable "Black Hole of Calcutta," foul, damp and unsanitary. The crew's toilet was fairly well arranged in the head, or bow, on the berth deck, and well ventilated. The prison or "brig," so called, for the unruly, was located near the forward bilge, properly grated and guarded, below the berth deck, though sometimes just forward of the foremast in the shape of a cage on the berth deck.

There was a large, heavy ship's hearth, made of iron, set in the berth deck in the middle of the galley abaft the foremast, on the top of which was fastened with angle-irons and strapped with iron straps, a four-sided iron caboose, which formed the ship's cooking plant. Out of the top of this came the chimney to the upper or spar deck, heavily reinforced and strapped, and open to the atmosphere abaft the foremast, and screened with



CAPTAIN SAMUEL SMEDLEY
Commander of the
Connecticut Ship "Defence"
Connecticut Privateer Ship "Recovery"
Connecticut Privateer Sloop "Hibernia"
From a miniature
Courtesy of Thos. B. Osborne, Esq.

a smoke-sail. The scuttle-butt or main water-breaker was kept near the galley on the berth deck in a man-of-war. There were, of course, many auxiliary breakers or barrels of fresh water stowed away in the hold to replenish the supply.

The captain's cabin, wardroom and steerage country, as well as the crew's quarters on the berth deck, were lighted with "lanthorns." Just forward of the cabin was the wardroom, and forward of that on the starboard side the other officers' quarters, and the steerage country on the port side, each separated by a fore-and-aft gangway. Here were quartered the First Lieutenant, the other Lieutenants, the Surgeon and the Marine Officer. In the steerage country were quartered the warrant officers, such as the Boatswain, Gunner, Carpenter, Apothecary, Steward, and the Captain's clerk, and perhaps some yeomen, if the complement warranted them. The Paymaster was usually a Lieutenant, and sometimes the Captain himself would act in that capacity.

Captain Samuel Smedley was born at Fairfield, Connecticut, in March, 1753, the son of Colonel James and Mary (Burr) Smedley. His ancestors settled early in the town with many other families who came down from the Massachusetts Bay country. He married Esther Rowland, daughter of David Rowland, Esq., of Fairfield. There were two children, Esther and Elizabeth, who evidently died young, as did his wife, as I find no mention or other record of them in his will. Fairfield was a port of entry until Newfield (now called Bridgeport) seemed to be the more favorable harbor in which to come to anchor at the mouth of the Pequonnoek River, where more space for swinging with the tide made anchorage less hazardous. But Black Rock harbor and Southport harbor were well known to mariners for many years after Newfield or Bridgeport became recognized as a port, and even today are good anchorage grounds.

Whether the first naval resolve which was made by the Connecticut Colonial Assembly at Hartford, July 1st, 1775, electrified young Smedley or not, we do not know. He was 22 years old then, and old enough to absorb something which had transpired at Lexington, Bunker Hill, and Ticonderoga a month or

two previous, as the first evidence found concerning him shows. That evidence is in the form of a bill made out to the Town of Fairfield in April, 1775, and reads as follows:

To my negro's shoeing 4 horses	£0—10—0
To Horse's hire to Hartford, 63 miles	0—15—9
To Congress 160 miles	2—00—0
	<hr/>
	£3— 5—9

What Smedley went to Congress for has not been disclosed, but he evidently went on some important errand for the Governor of Connecticut, or perhaps at the instigation of Thaddeus Burr of Fairfield, who was prominent on the local Committee of Inspection and Safety, as records show. It is quite probable that his mission was one concerning Naval Defence, and that the journey to Congress might have been for the purpose of soliciting the approbation of the Resolve drawn for the consideration of the Connecticut Assembly at the July, 1775, session.

COMMISSION OF CAPTAIN SAMUEL SMEDLEY,
COMMANDER OF SHIP *Defence*.

State of Connecticut

JONATHAN TRUMBULL ESQUIRE

GOVERNOR, CAPTAIN GENERAL AND COMMANDER IN CHIEF OF
THE STATE OF CONNECTICUT, *To SAMUEL SMEDLEY, Gentleman*
GREETING.

(SEAL) Reposing special Trust and Confidence in your
Courage and Good Conduct, Skill in War and
Navigation as well as Zeal in the Interest of
the United States of America, I have by and
with the Advice & Assistance of my Council
of Safety Appointed and Do hereby Appoint
you the said SAMUEL SMEDLEY to be CAPTAIN
of the Armed Brigantine *Defence* Belonging to the State afore-
said Armed and Set forth by Order of the General Assembly

to Cruise against the Enemies of this and the Rest of the States aforesaid. And you are hereby Authorized and Directed to Act as CAPTAIN of said Brigantine in Seizing and Making Captures of all Ships or other Vessels within your Power belonging to the Enemies of the States aforesaid on the High Seas or below Highwater Mark—and them Proceed against according to the Resolves of the Hon^{ble} Continental Congress the laws of this State and the Duties of your office. And your Inferior Officers & all others on Board said Brigantine are hereby Commanded to Obey you as their CAPTAIN, and yourself to Observe such orders as you shall Receive from Time to Time from me or the Commander-in-Chief of this State or other your Superior Officers According to the Rules & Discipline of the Naval Service of the States aforesaid.

Given under my Hand and Seal at Arms the twenty fifth day of April Anno Domini 1777.

JONth TRUMBULL.

THE WILL OF CAPTAIN SAMUEL SMEDLEY

Be it known that I, Samuel Smedley of the town and County of Fairfield *and* State of Connecticut do make and declare this my last Will and Testament revoking all others, and I hereby make and appoint Isaac Bronson, Lewis B. Sturges and Ebenezer Dimon all of said Fairfield, executors of this my Will.

Having given my negro boy Boston his freedom, a workshop and established him in his trade as a shoe maker I give him one thousand dollars to be paid by my executors. I give to his father York whom I heretofore emancipated, thirty dollars a year to be paid him one half yearly during his life. I desire that the town of Fairfield may be reimbursed out of my estate all which the said town may have paid for the support of old Dick a negro man belonging to the Estate of my brother John Smedley deceased which may not be represented by the heirs

of said John Smedley at my decease. I give to the judgment of the town of Fairfield Two Hundred Dollars to be distributed by my executors according to their discretion. I give to my sister Mary Beers Fifty Dollars a year to be paid one half yearly during her life. I give to Mrs. Mary Whiting daughter of Col. David Dimon deceased Two Hundred Dollars. To her sister Nancy I give One Hundred Dollars. To Phoebe Smedley I give One Hundred Dollars. To my nephew James Smedley I give Two Hundred Dollars, and to his sisters Esther, Lydia and Eunice I give each Two Hundred Dollars. I give to Sally Osborn Two Hundred Dollars. To Mrs. Sarah Ann Beers wife of Col. David Beers I give Two Hundred Dollars and to their daughter Julia Ann Beers I give Four Hundred Dollars, to be held in trust by my said Executors, the survivor or survivors of them and kept on interest till she arrives at the age of 21 years or until she is married at either of which periods whichever first may happen, both principal and interest to be delivered over to her the said Julia Ann Beers. I give to William P. Beers son of my deceased friend of that name Two Hundred Dollars. My land at Compo which was given to me by my wife I give the use and improvement of to Mrs. Mary Burr widow of Wakeman Burr deceased during her life and at her death my will and desire is that the said land shall go and remain to Esther the daughter of Thomas Fitch Esq^r late of Norwalk deceased and to her heirs. My watch, which in a former will destroyed, I gave to my friend John Wasson* since deceased I now give to his eldest son Joseph B. Wasson. All my other estate of whatever kind or nature not otherwise herein disposed of I give to my nephew Ebenezer Dimon and to his heirs and assigns. This my last Will and Testament written with my own hand and sealed with my seal this 17th day of March 1812.

SAMUEL SMEDLEY (seal)

Signed, sealed and published and declared by the said Samuel Smedley the Testator to be his last Will and Testament.

Ann Beers—Elizabeth Miller—Jonth Sturges

* Captain's clerk, ship *Defence*.



THE RECONSTRUCTED HOME OF CAPTAIN SAMUEL SMEDLEY
FAIRFIELD, CONNECTICUT

From a drawing
Courtesy of Thos. B. Osborne, Esq.

Inventory of the Estate of Captain Samuel Smedley, late of
Fairfield, deceased, made by us the Subscribers this day,
February 20th, 1813, viz:

1 Horse, saddle & bridle	\$85.00	Flower pots	5.00
Wearing apparel	62.00	Sundry articles Earthen	
Silver Plate 60¼ oz.	66.67	ware	12.10
1 Gold watch	50.00	1 stand and caster	1.00
7 pairs sheets	14.00	1 gross bottles	9.00
11 Rose blankets	24.00	Lot of Pewter	5.00
5 Pillow cases	1.25	1 looking glass	1.00
2 old Blankets	1.50	4 table cloths	} 15.00
2 Beds & Bedsteads	} 60.00	& 3 do common	
1 Counterpain, bolsters		7 Diaper Towels	1.00
and pillows		Clothes basket, line	} 1.00
1 small trunk	.50	and benches	
1 stand Table	1.00	16 gallons Rum & Brandy	30.00
1 large trunk	4.00	3 Demi Johns	2.50
1 looking glass	6.00	Wood and Coal	16.00
6 Windsor chairs	1.50	Books	15.00
1 Cot bedstead	3.00	Money scales	4.00
1 Mattress	3.00	6 loads manure	4.00
1 Counterpain	8.00	Shaving tools & spectacles	2.00
1 Quadrant	8.00	1 pair pistols	5.00
1 Fish kettle	1.50	Office Furniture	106.00
Sundry articles Wooden		12000 Dollars U. S. Ctfs	6960.00
ware	6.00	1000 Dollars U. S. Stock	1000.00
Sundry articles Iron ware	10.00	Household lot & Bldgs.	2100.00
1 Brass kettle	} 7.00	30 acres land crops	1000.00
1 tea kettle		David Wagstaff Bond	4929.00
1 Bed pan	} 6.00	Squire Disbrow's note	47.23
1 doz knives & forks		Sturges Sherwood's note	5.50
1 Carving knife & fork		Town Order	1.00
1 Mahogany table	} 15.00	do do	20.99
and 2 end tables		do do	4.00
1 Rocking chair	1.00	Cash on hand	300.00
1 pair Brass Andirons	8.00		
		Total	17059.19

Hezekiah Nichols

Stephen Beers

Appraisers

At a Court of Probate held at Fairfield Feb. 21, 1813,
Personally appeared the only acting executor of the last Will
and Testament of Samuel Smedley late of Fairfield Deceased
and made oath to the truth of the foregoing Inventory and
that if anything belonging to said Deceased's estate shall here-

after appear he will cause it to be added to this Inventory and insert it into the files and records of this Court. Said Inventory being provided is by this Court approved, accepted and ordered to be entered on the records of said Court.

Sam^l Rowland, Judge.

Ebenezer Dimon }
Stephen Beers } bonded Jan. 25, 1813, as Executors.

Ebenezer Dimon the only acting Executor of the last Will and Testament of Samuel Smedley.

Lewis B. Sturges of Washington City, under date of Jan. 21, 1813, refused the trust reposed in him as one of the Executors of the last Will and Testament of Samuel Smedley.

Isaac Bronson of New York, under date of Jan. 29, 1813, declined accepting the trust of executor to the Will of Samuel Smedley.

(For other service of Capt. Smedley, see *Recovery*, ship, and *Hibernia*, sloop, both privateers.)

A Pay List of Capt. Harding's officers and men belonging to the Brig *Defence*, Colony Service.

1776		Men's Names	Rank	Whole Amount Service of Wages Mos. Days £ s. d.					Remarks
Feb	24	Seth Harding	Capt.	8	17	77	14	10	The alterations in this column Was at the Pay table by not having Right time of Entry from Clark Jennings
Mar	3	Ebenr. Bartram	1st Lieut.	8	12	50	8	0	
"	10	Saml. Smedley	2d Lieut.	8	5	49	0	0	
Apr	1	Josiah Burnham	Master	7	14	45	2	8	
Aug	20	Henry Billings	3d Lieut.	2	25	17	0	0	
Mar	4	Edward Beebe	1st Mate	3	11	37	13	0	
Apr	12	Jesse Jeacocks	2d "	7	3	25	11	2½	
Mch	13	David Lewis	Boat'sn	8	2	36	6	0	
Mar	18	Thos. Hutchinson	Gunner	5	27	36	11	0	
Mar	13	Justus Plumb	Gn. Mate	7	2	22	12	8	
"	"	Jon'n Darrow	Carpenter	8	2	36	6	0	
"	6	Curtis Reed	Steward	8	9	33	6	0	
Aug	20	Simon Calkins	Cooper	2	25	12	15	0	
Mar	27	James Moore	Cook	5	16	19	17	6	
Mar	13	John Wasson	Carp. Mate	8	2	25	16	4	
do	"	Isaac Squire	Yeoman	8	2	21	15	7	
May	28	Lawrence Martin	do Bo'n	5	17	15	0	7½	£17-11-3
"	3	Saml. Osborn	do Gr.	6	12	17	5	6	19-10-7

1776		Men's Names	Rank	Whole Amount					Remarks
				Service	of	Wages			
				Mos.	Days	£	s.	d.	
Mar	10	John Chatfield	Pilot	8	5	32	13	4	
June	7	Nathan Daggett	do	2	13	6	16	2	
Aug	20	Recd. full pay	do	2	25	11	6	8	
June	25	Ebenr. Nicholson	Capt. Clark	4	20	21	0	0	
Mar	13	Sherman Lewis	1. Qr. Master	4	17	12	6	7½	
Aug	1	Wages Rec'd	do	3	14	13	17	4	
Mar	13	Jon'n Silsby	2. Qr. Master	8	2	21	15	7	
do		Andrew Thorp	3. Qr. Master	8	2	21	15	7	
do		David Jennings	4. Qr. Master	8	2	21	15	7	
June	8	George Newcomb	5. Qr. Master	5	7	12	15	11½	
July	1	John Lewis	6. Qr. Master	4	14	12	11	1	
Mar	10	Ezra Bushnell	Surg. Mate	5	10	21	7	6	21—6—8
Aug	20	Rec'd Surg'ns pay	Surgn.	2	25	17	19	4	18—1—0
Mar	25	Henry Taylor	B. 2d Mate	7	20	18	7	8	
do	6	Wm. Higgins	1st Mate	8	9	25	5	4	
Apr	15	Asail Smith	1st Qr. Master	7	0	28	0	0	
Mar	10	Rial Morehouse	Fifer	8	5	22	0	11½	
do	12	Simon Disbrow	Seaman	8	3	19	8	9	
Mar	6	Joseph Whitmore	Seaman	8	9	19	18	5	20—7—11
do		Jon'n May	do	8	9	19	18	5	
do		Guillam Vease	Coxswain	8	9	22	8	0	
do		Thomas Graystock	Seaman	8	9	19	18	5	20—9—6
Mar	21	Martin Patchin	do	7	21	18	14	5	18—19—1
do	17	Edward Brown	do	7	28	19	0	10	
May	7	George Moyer	do	6	8	15	0	10	
Apr	10	George, negro	do	7	5	17	2	0	
Mar	12	Gabriel Allen	do	8	3	19	8	10	
do		Russell Disbrow	do	8	3	19	8	10	
May	1	Jon'th Poor	do	7	15	17	0	0	
May	21	Jon'th Calkins	do	5	22	13	16	6	
do		Jon'th Jervis	Qr. Gunner	5	22	15	10	6	
do		Nathl. Jervis	Seaman	5	22	13	17	7	
June	25	Wm. Bolton	do	4	20	11	4	0	
Mar	6	Joseph Bartram	do	8	9	19	18	4¾	
June	7	David Norton	do	5	1	12	1	7	
Mar	25	Henry Disbrow	Marine	6	23	13	10		
do		James Judson	do	5	4	10	2	8	
Mar	6	Oliver Middlebrook	do	8	2	19	6	2	
Mar	21	Ezekiel Canfield	do	7	22	18	11	7	
Apr	10	James Barton	do	3	12	8	3	2	
May	26	Jno. Connor	do	1	26	4	9	8	
May	21	Ebenezer May	Qr. Gunr.	4	9	11	2	5	10—9—2
do	18	Zephaniah Hatch	Seaman	2	5	5	4	0	6—3—0
Mar	21	Morris Griffin	do	3	1	7	5	7	
do		Thomas Reed	do	3	6	7	13	6	
Apr	10	Richard Hunt	Marine	3	19	7	5	4	
Mar	13	Josiah Walker	do	7	2	14	2	8	
May	24	Abraham Sturgis	Boy	5	15	8	5	0	
do		Abraham Cable	Marine	5	14	10	13	5	
May	29	Robert Craig	Gunr. Mate	2	24	8	5	1	
do		Isaac Cottle	Seaman	5	9	12	14	5	

This alteration is By not
having the right time of
Entry from Clark Jennings

1776		Men's Names	Rank	Whole Amount Service of Wages Mos. Days £ s. d.					Remarks
Mar	10	Israel Clifford	Marine	7	2	14	2	8	
Aug	21	James Greer	Seaman	2	19	6	6	5	
Mar	10	Gideon Wells	Surgeon	5	10	34	2	8	
do	13	Richard Miner	Armr.	—	—	—	—	—	
Mar	6	Joseph Squire	Lt. Marines	8	9	44	16	4½	
		Thos. Ellwood	1. Sergt.	8	5	19	12	0	18—0—0
do		Nehemiah Whitney	2. do	8	5	19	12	0	17—12—0
do		Joseph Minor	3. do	8	5	19	12	0	
do		James Jennings	4. do.	8	5	19	12	0	
do		Charles Mans	5. do	8	5	19	12	0	
Mar	5	David Parret	Marine	8	0	16	0	0	12—12—0
Mar	1	Isaac Elwood	do	7	24	15	12	0	
do		John Still	do	7	24	15	12	0	
Apr	11	Francois Woodburn	do	7	4	14	5	4	
Mar	16	Benjamin Darrow	Boy	7	29	11	19	0	
do		George Battison	Marine	7	29	15	18	8	
do		Abraham Buckley	Seaman	7	29	19	2	5	
Mar	13	Gideon Allen	Marine	8	2	16	2	8	14—0—0
Mar	6	Nathan Squire	do	8	9	16	12	4	
Mar	24	Samuel Taylor	do	7	22	15	8	0	
do		Samuel Raymond	do	7	21	15	8	0	
do		Stephen Hays	do	7	21	15	8	0	
do		David Meeker	do	7	21	15	8	0	
do		Gulbard Dudley	do	7	21	15	8	0	
do		David Patchen	do	8	5	16	6	8	
Mar	10	Joseph Battison	do	0	7	0	11	1	
Nov	8	Francois Butler	Seaman	0	7	0	11	1	
do	9	Joseph L. Rowley	do	0	6	0	9	6	
do		Peter Curtis	do	0	6	0	9	6	
do		Wm. Williams	do	1	17	3	15	2	
June	1	Silas Dagget	do	1	17	4	4	4½	
do		Jno. Hazelton	Qr. Gunr.	5	8	12	12	8	
do		Cornelius Dunham	Seaman	5	8	12	12	8	
do		Barzilla Luce	do	5	8	12	12	8	
do		Samuel Norris	do	1	13	3	17	4½	
June	15	Simon Spencer	Armrs. Mate	3	17	16	0	6	
July	8	Rec'd full pay	Master Arms	3	5	8	11	0	
June	5	Caleb Dyer	Qr. Gunr.	1	25	5	17	4	
Sep	20	Rec'd full pay as	Gunners Mate	2	0	4	0	0	
May	24	Nathan Tupper	Marine	5	0	12	0	0	£16—2—6
June	15	James Young	Seaman	8	2	12	2	0	
Mar	13	Benjm. Gates	Boy	8	2	12	2	0	
do		Wm. Burnett	do	8	2	12	2	0	
do		Eleazer Buckley	do	8	2	12	2	0	
do		Francis Swords	do	8	2	12	2	0	
do		Seth Brown	do	8	2	12	2	0	
July	1	Anthony Manuel	Seaman	4	14	10	14	5	£15—8—9
May	29	Wm. Brooks	do	5	17	13	7	1½	
do		Jno. Smith	do	5	17	13	7	1½	

The Sum against each man
that is Altered in this
Collum was that the
Pay Table not having
the Right time of Entry
from Clark Jennings

1776		Men's Names	Rank	Whole Amount Service of Wages Mos. Days £ s. d.				Remarks	
do		Jon'th Alden	Sail maker	5	17	20	0	9	The Sum on this Collum against Each man's name as alter'd at Pay Table By not having Right time of Entry from Clark Jennings
do		Valentine Skiff	Seaman	5	17	13	7	1½	
Aug	9	Thos. Mentor	do	3	7	1	13	6	
do	18	Wm. Murray	do	2	27	5	5	4½	
Nov	8	Josiah Willey	do	0	7	0	11	2	
	8	Jon'th Holme	do	0	7	0	11	2	
	10	James Alden	do	0	5	0	8	1	
Aug	20	Prosper Brown	Qr. Master	2	25	7	13	0	
	20	Samuel Baldwin	Seaman	2	25	6	15	7	
	20	Robert Fowler	do	2	25	6	15	7	
	20	Christopher Lewis	do	2	25	6	15	7	
	20	Jno. Davis	do	2	25	6	15	7	
	20	Wm. Sheldon	do	2	25	6	15	7	
	20	Abbe Spicer	do	2	25	6	15	7	
	28	Pelatiah Pease	do	2	17	6	2	11	
	28	Stephen Pease	do	2	17	6	2	11	
July	1	Thos. Norris	do	4	14	10	0	2½	
Aug	20	John Bond	do	2	25	6	15	7	
	20	Lebbeus Quig	do	2	25	6	15	7	
May	29	Moses Cam	do	5	16	13	5	4	
Aug	20	James Davis	do	2	25	6	15	7	
	20	Turner Harding	—	2	25	5	6	8	
	28	West Daggett	Boy	2	17	3	17	0	
	20	Jno. Kazer	Seaman	2	25	6	15	7	
	20	Benj. Rockwell	do	2	25	6	15	7	
May	18	Thomas Crandal	do	2	27	6	19	9	

The Sum on this Collum
against Each man's name
as altered at Pay Table
By not having Right
time of Entry from
Clark Jennings

£16—3—9½

£5—18—9

Pay Roll of the Brig *Defence*, belonging to the State of Connecticut. Samuel Smedley, Esqr., Commander.

<i>Men's Names</i>		<i>Time of Entry</i>	<i>When Discharged</i>	<i>Amount of Wages</i>
		1776	1777	
Saml. Smedley	Captain	Nov. 15	June 15	£100.16
James Angel	Lieut.	Feb. 7	"	30.2
Jonth. Leeds	Lieut.	" 15	"	30.
Joseph Squier	Lieut.	Nov. 15	"	42.
Edward Beebe	Master	do	"	50.8
Benj. Ellis	Surgeon	—	—	—
Jesse Jacocks	Mate	Nov 15	June 15	31.10
Caleb Dyer	2nd do	do	"	31.10
David Roberts	Gunner	Feb. 1	"	20.2
Joseph Sharp	Boatswain	Jan. 3	"	21.6
Jonth. Darrow	Carpenter	Nov. 15	"	31.10
Joseph Pease	Midshipm.	Feb. 15	"	14.8
John Lewis	do	Nov. 5	"	25.4
Jonth. Alden	do	do	"	25.4
George Newcomb	do	do	"	25.4

<i>Men's Names</i>		<i>Time of Entry</i>	<i>When Discharged</i>	<i>Amount of Wages</i>
		1776	1777	
John Wasson	Clerk	do	"	31.10
Jere Culver	B. Mate	Dec. 10	"	19.14.9
Gillam Veal	2d B. M.	Nov. 15	"	19.12
Simeon Spencer	Armr.	do	"	31.10
Thos. Elwood	Sergeant	do	"	16.16
James Jennings	do	do	"	16.16
Joseph Minor	do	do	"	16.16
Saml. Hunt	Steward	do	"	28.
James Moore	Cook	do	"	25.4
Joshua Parcy	Gun. Mate	Oct. 17	"	25.12
Isaac Squier	Carp. do	Nov. 15	"	22.8
Neh'n. Whitney	Doct. do	do	"	28.
Nathan Dagget	Pilot	do	"	
Andrew Thorp	Q. M.	do	"	18.8
Wm. Hooks	do	do	"	18.8
Henry Parry	Cooper	Feb. 11	"	18.12
Joseph Bartram		Nov. 15	"	16.16
Gideon Allen		do	"	16.16
Gabriel Allen		do	"	16.16
Thos. Avery		Jan. 25	"	11.4
Francis Swords		Nov. 15	"	10.10
Francis Butler		Oct. 8	"	19.16
George Patterson		Nov. 15	"	14.
Andrew Baker		Feb. 1	"	11.
Abraham Butler		Jan. 20	"	11.9
Hugh Brown		Dec. 29	"	15.13
William Burnet		Nov. 15	"	10.10
Thos. Bentley		Feb. 6	"	10.6
Eleazer Bulkley		Nov. 15	"	10.10
Saml. Corwith		Feb. 12	"	9.16
Daniel Caird		" 15	"	8.
Moses Camb		Nov. 15	"	14.
Caesar Cambridge		Jan. 1	"	13.
Gilbert Dudley		Nov. 15	"	16.16
Wm. Davis		Jan. 25	"	11.4
Benj. Darrow	Yeoman	Nov. 15	"	18.18
Hez. Gould		Feb. 1	"	11.
Talcott Gould		do	"	11.
Benj. Gould		Nov.	"	10.10
Henry Hunt		Feb. 15	"	9.12
John Hill		do	"	8.
Daniel Humphreys		do	"	9.12
Azariah Hilliard		Feb. 11	"	8.13
Ebenezer Hitchcock		Oct. 17	"	12.
Jonathan Jarvis		Nov. 15	"	16.16
Nathl. Jarvis		do	"	16.16
John Joe		Feb. 12	"	9.16.9
Peter Indian		Nov. 15	"	14.
Edward Lattin		Jan. 25	"	11.5

<i>Men's Names</i>	<i>Time of Entry</i>	<i>When Discharged</i>	<i>Amount of Wages</i>
	1776	1777	
Anthony Manuel	Nov. 15	"	16.16
Lawrence Martin	do	"	18.18
George Mosher	do	"	14.
Joseph Rowley	Nov. 7	June 15	17.4
Rial Morehouse	Nov. 15	"	16.16
Timothy Murphy	Feb. 12	"	9.16.9
Peter Morris	" 14	"	8.
David Meeker			
Saml. Osborn	Nov. 15	"	18.18
David Parrit	do	"	14.
Martin Patchin	do	"	16.16
Benj. Rockwell	do	"	13.4
Elisha Reeves	Feb. 1	"	9.16.9
Nathan Squier	" 12	"	14.
Benj. Smith	Nov. 15	"	9.12
Robt. Tallmadge	Jan. 15	"	10.
Thos. Trumbull	" 28	"	11.5
Peleg Toker	Feb. 8	"	10.3.3
Saml. Taylor	Nov. 15	"	14.
James Young	do	"	16.16
Thos. Norris	do	"	16.16
David Patchin	do	"	14.
Saml. Barrett	Mar. 11	"	7.10.5
Jared Biol	do	"	4.14
Wm. Campbell	do 16	"	7.4
Richard Williams	do 20	"	6.16
Grift. Owen	do 20	"	6.16
Abraham Lading	do 25	"	6.8
Joseph Rickaby	do 11	"	7.10.5
Robert Gordon	do 25	"	6.8
Eric Biore Bonn	do 15	"	7.4
Antony Gnospelius	do 15	"	7.4

A List of Dead & Deserted from Capt. Harding, in Brig *Defence*, Colony Service.

<i>Time of Entry</i>	<i>Men's Names</i>	<i>R. or Desert'd</i>	<i>Mos. in Service</i>	<i>Days in Service</i>	<i>Wages pr Man</i>	£	s.	d.	<i>Amount paid men as pr book</i>
March	James Young Capper	July 22	4	16	£4-10	20	7	0	Read. £9-16-0
	George Gee	Aug 5	4	29	2-8	11	18	0	8-11-6
April	John Stannard	Aug 23	5	6	2-8	12	7	11	5-15-3½
May	Richard Fry	July 14	3	3	2-8	7	8	9	6-14-10
	Jared Ervin	Aug 23	3	15	2-8	8	7	9	6-1-0
	Peter Thorp	do	2	29	2-8	7	1	11	3-12-0
	Edward Ingraham	do	2	23	2-8	6	14	5	5-8-0
	Solomon Brown	do	3	22	2-8	8	18	6	2-8-0
June	John Brown	do	3	22	2-8	8	18	6	2-8-0
	Joseph Thomas	June 21	1	9	2-8	3	2	3	1-15-0
July	John Bosson	Aug 1	1	0	2-8	8	2	8	3-19-0
	James Madden	do	1	0	2-8	8	2	8	0-0-0
March	Wm. Harrison	Died	3	17	4-10	10	16	1	16-1-0
									£72-9-7½

Paid Deserters & Dead

THE "DEFENCE."

The Defence was a ship well found and manned,
In the days when our fathers defied
The British misrule on sea and land,
When in war for our freedom they died.

'Twas a Connecticut crew that manned her decks,
With a Captain tried and true,
The memory of whose life reflects
The honor to him that is due.

She had a burthen of two hundred tons
Was staunch and ready for sea,
With a battery of sixteen six-pounder guns,
And a crew of an hundred and three.

With stores a-plenty and well equipped
For a cruise of a month or two,
From the town of New London her cables she slipped
And made for the Ocean blue.

'Twas a gray-black sea in the morning mist,
And the course was free and vast,
As she bowled along with a starboard list,
And a creak in her main top-mast.

The after drop and the forward lunge,
And the hum in her concaved sails;
The windward spray as she made her plunge,
Broke fresh on her larboard rails.

Her snowy wake and turbulent swirls,
Bubbling out and reaching astern,
Stretching back in the mist like a rope of pearls,
Bade welcome a path to return.

The screech of the wind and the fragrant brine
Coming fresh and strong o'er the side,
Was an incense true 'neath the Heavenly shrine,
Adding joy to the mariner's pride.

The balmy days of the spring of the year
Filled the crew with vigor and life;
And each had chosen a daring career
Of excitement, spirit and strife.

The men were given their stations at night,
And the master his course to steer;
The good little ship was prepared to fight,
Should she meet with a foe's privateer.

In seventeen hundred and seventy eight,
One beautiful April morning,
The fifteenth day of the month was the date
That records the historical warning.

The lookout lashed in the foretop cries:
"A sail dead ahead, I see!
The Union Jack at her main truck flies;
'Tis a prize for a chase!" said he.

The stun-sails were set and the ringtail bent,
And "general quarters" were sounded;
The men to their guns and stations went,
While the ship through the sea fairly bounded.

As swift as a bird to the eastward she flew,
Near two hundred leagues from St. Kitts;
Alongside her chase she gradually drew,
As the sea broke over her bitts.

"What ship is that?" our Captain hailed;
But a gun gave an answer most deadly.
The challenge to fight for the honor assailed,
Let loose the wrath of our Smedley.

"Hot shot and straight!" were the orders he gave
To the crews of the starboard guns;
"And hull her hard 'twixt wind and wave,
Oh ye hearty Connecticut sons!"

"What ship is that now?" he hailed once more,
In tones of sterner command.
"The CYRUS,—we'll strike,—come take us ashore,"
Was the answer in plaintive demand.

So away to Boston the prize-master sailed,
With the CYRUS, His Majesty's ship,—
With the stars and stripes to her main truck nailed
And her tiller held fast in his grip.

The Captain's report by a post-rider sent,
Characteristically modest and humble,
Portrayed his success and the powder he spent,
In a letter to Jonathan Trumbull.

So all ye hardy Connecticut sons,
Take heed of the deeds of the past,
And take good care of your starboard guns,
And the creak in your main top-mast.

L. F. M.

OLIVER CROMWELL.

This vessel, 80 feet keel, 27 feet beam, 12 feet depth of hold, was ordered built at Saybrook (Essex) by the General Assembly January 31st, 1776, and was the largest full-rigged ship constructed for the State under the general direction of the Governor and Council of Safety. Uriah Hayden, ship builder, was chosen to do the work under the supervision of Capt. Seth Harding, who was paid £32.6.9 for his services, according to voucher dated Jan. 30, 1776, on file, and various payments were made beginning April 2, 1776, and continuing to October 23, 1776, as the work progressed, during which time £1750 had been paid, according to orders on the Committee of the Pay Table drawn by Benjamin Huntington, Clerk of the Council. These payments included provision for rigging which was furnished by Ephraim Bill; Wm. Lax for making the gun carriages; Nathaniel Wales for muskets and gun locks, and Capt. Benj. Williams for iron and blacksmith work. The *Cromwell* was launched at Saybrook on Thursday, June 13, 1776. On Thursday night, August 1, 1776, she was struck by lightning, which did considerable damage to her main and mizzen masts, but repairs were quickly made, and on Sunday, August 18th, the new ship of war *Oliver Cromwell*, commanded by William Coit, Esq., sailed out of Connecticut River and arrived at New London on Tuesday, August 20th, 1776, the largest craft that had ever come over Saybrook bar, and piloted by James Harris. On Oct. 22, 1776, Titus Hosmer, a member of the Council, gave an order to Mr. Buell for 40 firearms to be delivered to Captain Coit for the use of the ship. The next day James Tilly of Saybrook was allowed £400 for cordage, and Levi Young was appointed Master and warrant as such issued by the Governor. Captain Coit also received two months cruising orders, and Nathaniel Shaw of New London was directed to supply the ship with whatever it needed. On Nov. 15th, Captain Coit was allowed £1,000 for the use of the ship and Mr. Shaw £2,000 for public use. Dr. Samuel Lee of Windham was appointed Surgeon of the *Cromwell* on the same day. On Dec. 14, 1776, Nathl. Shaw was authorized to draw a letter of credit in favor of Captain Coit, for use when necessary, for repairs or supplies while in

any foreign port, and Dr. Albigece Waldo was appointed Chief Surgeon of the ship, as evidently Dr. Lee resigned.

On January 8, 1777, the furnace at Salisbury was ordered to cast and furnish 200 hand-grenades and a ton of swivel shot for the ship, and on Jan. 28th, all officers and men were ordered on board to make ready for sailing, £150 being provided Captain Coit for expenses. About this time there were difficulties attending the shipping and entering of the crew, causing further delay and trouble. The other officers of the vessel were Timothy Parker, 1st Lieut., David Hawley, 2d Lieut., Samuel Champlain, 3d Lieut., Azariah Whittlesey of Saybrook, Master in place of Levi Young, and Eliphalet Roberts of Hartford Captain of Marines. Dissatisfaction occurred among the officers; some of them retired and others dismissed. In October, 1776, the list stood: Captain William Coit, 1st Lieut. Michael Melally, 2d Lieut. John Chapman, 3d Lieut. John Smith of East Hartford, 2d Lieut. of Marines John Prentiss, Surgeon's Mate Thos. Gray. Desertions and trouble amongst the crew made further delay and almost mutiny, due to lack of pay and apparent inability, on account of hurried calls upon the sources of supply for war material and provisions from every quarter of the State, to provide the many needs so urgent at the same time.

Lieutenants Parker, Hawley, Champlin, Whittlesey and Melally sought relief themselves from the inactivity due to all these causes, and went to privateering in vessels of their own, as shown by the records of their ships and exploits. Lieutenant Melally made application to the Governor early in March, 1777, for his dismissal, which was accepted by the Council March 14th. Lieutenant Melally being a good sailorman his discharge caused further uneasiness amongst the crew, as is shown by Midshipman Luther Elderkin's letter of March 17, 1777, to the Governor and Council and in which he himself sought dismissal for other service. So that, after due deliberation by the Council, Captain Coit was not allowed to make the cruise in the *Cromwell*, and on April 14th, 1777, he was discharged from the State service, after the conference at Lebanon, March 25th, and respecting his accounts. Both Dr. Lee and Dr. Thomas Gray were appointed as Surgeon and Surgeon's Mate on April 3, 1777, in Col. John Durkee's Regiment.

Nathaniel Shaw of New London, as well as Capt. Jonathan Huntington, Nathl. Backus and Jabez Perkins were authorized to adjust and settle up Captain Coit's accounts remaining unpaid with Uriah Hayden, Capt. Benj. Williams and Capt. Richard Deshon for labor, services, sailmaking, &c., and matters were generally hurried along, and on April 11th, 1777, the Council then sitting at Lebanon appointed Captain Seth Harding to the command of the *Cromwell*, he having released his command of the *Defence* to Captain Smedley because of ill health, though sufficiently recovered to accept the billet thus offered. Timothy Parker was recalled and appointed as First Lieutenant and Executive Officer, John Chapman recalled as Second Lieutenant, John Smith of East Hartford appointed Third Lieutenant, Eliphalet Roberts remaining as Captain of Marines, John Prentiss 2d as First Lieutenant of Marines, Bela Elderkin as Second Lieutenant of Marines, and Josiah Burnham as Master. Captain Harding enlisted a new crew to serve until Oct. 14, 1777, and matters were promptly placed in motion, so that by April 22d, the ship was ready for the inspection by the Governor and Company, which was held in New London harbor on that day.

Before sailing, however, there was another change in the personnel. Eliphalet Roberts was dismissed as Captain of Marines, as well as Lieutenants Prentiss and Elderkin, and but one marine officer provided for, viz. Lieut. James Day; and Josiah Burnham was succeeded by Caleb Frisbie as Master. Benjamin Ellis was appointed Surgeon, and Timothy Rogers his mate. The *Cromwell* sailed on her first cruise early in May, 1777, and soon captured the prizes hereafter recorded. Before the ship sailed, Captain Coit, late commander, applied to the Council on April 22nd, complaining of hard treatment and requested a committee appointed to examine his accounts, that he may be exonerated, and accordingly Capt. John Deshon, Ebenezer Ledyard and Capt. Jos. Hurlbut were selected. Nathaniel Shaw was also directed to assist in the examination and to act in behalf of the State. June 7th, 1777, the accounts of Captain Roberts were adjusted also, concerning the marines, and Captain Coit appointed as paymaster in the settlement, and an auditing committee appointed June 10th, consisting of Jabez Huntington, Nathaniel Wales and Benjamin Huntington,

to attend to the final adjustment, and on July 14, 1777, said settlement was made in full by voting Captain Coit a payment in full for all accounts of £787.12.6¼. Capt. Eliphalet Roberts, after his dismissal as Marine Officer of the *Cromwell*, immediately engaged as Captain of the privateer sloop *Polly*, and was ready to sail on a cruise June 19, 1777, when he advertised for seamen and marines.

On April 14, 1777, Captain Harding took command of the ship, reconditioned her, and recruited a crew of 102 men, so that by May 21st he was able to sail, and arrived at Bedford in Dartmouth, Massachusetts Bay, the next day, and opened a house of rendezvous for recruiting. Having secured a crew of 150 men he left Bedford June 5, 1777, for the high seas, in search of British prizes. He had not been out long before he was rewarded, his first prize being the brig *Honour*, which arrived safely at Bedford with a cargo valued at £10,204-11-6, as shown by her inventory of sale. What the brig itself brought does not appear. His next capture was made on July 28th, 1777, when he took the ship *Weymouth*, 14 guns, bound from Jamaica to London, which was sent into Boston, and on July 19th he fell in with and captured the ship *Restoration*. The latter, however, which was in charge of Midshipman Sherman Lewis as prize master, was recaptured by the British ship *Ambuscade*, Captain McCartney, and sent into Halifax. Capt. Harding put into the Kennebec with his prisoners, and as he himself was ill, he remained until well enough to proceed with his people to Boston overland; and Lieut. Timothy Parker continued with the *Cromwell* and her prize the *Weymouth* to Boston. The prisoners, later in the season, were conveyed overland in care of one Azariah Hilliard, a seaman belonging to the *Cromwell*, to Connecticut, where provision was made at New London for them to be transported by a cartel to New York for exchange. While en route down the Sound, however, they mutinied, overpowering the cartel's crew, and escaped ashore on Long Island. The officers of both the *Weymouth* and the *Honour* set out for Lebanon under the care of Midshipman Curtis Reed of the *Cromwell*. Captain Judd of the British Frigate *Antelope*, and Captain Flynn of the *Weymouth*, were among the prisoners taken.

Captain Harding, however, did not readily regain his health

and was compelled to relinquish his command on that account to Lieut. Timothy Parker, who remained at Boston, refitted the ship and prepared for another cruise in company with the State ship *Defence*, Captain Smedley, who had been detained at Boston for the purpose of lengthening out his vessel. By December, 1777, everything was in readiness, Captain Parker had been appointed to command the *Cromwell* and received his orders to cruise, but on account of delay with the reconstruction program of the *Defence*, it was the following spring before the two vessels were ready to take their departure. In the meantime Captain Harding had sufficiently recovered from his prolonged illness as to be recommended to the Navy Board of the United States, by Governor Trumbull, for the command of the new Continental frigate *Confederacy*, then being built in the Thames River below Norwich, and to which command he was later ordered. About the last of February, 1778, as soon as the *Defence* received her new guns, both ships put to sea in search of more prizes. The *Cromwell* had been incidentally ordered to Charleston, S. C., for a cargo including indigo, to be taken to France, but on account of smallpox, kept to sea while inoculations were being made, and to assist the *Defence*, which also was similarly stricken. While cruising east of St. Kitts in company with the latter vessel, on April 15th they fell in with two British privateer ships, the *Admiral Keppel* and *Cyrus*, of 18 and 16 guns respectively, and captured them. (See correspondence relating to the *Defence*, and the Log of Timothy Boardman, carpenter's mate in the *Cromwell*.) Both of these prizes were sent to Boston and a handsome sum was realized for the State for their condemnation and cargoes.

Among the prisoners was the Hon. Henry Shirley, his wife, family and suite, en route to Jamaica as His Majesty's Governor, etc., and there was prolonged correspondence on his account, with respect to his being allowed to charter a vessel, after giving his parole, for the purpose of reaching his destination. After much consideration by Governor Trumbull and Council, he was finally permitted to carry out his desire, together with Mr. Paul Phipps of Kingston, Jamaica, to proceed to that island, under a flag of truce, at his own expense, provided he

arranged for an equal exchange for his party, which was accordingly done.

The *Cromwell* then proceeded to cross the Bahama Banks and to gradually work up the coast, but suffered a severe check to her operations by running into a severe hurricane near the Bahamas, in which she lost all her masts and barely escaped utter annihilation by the tempest. This happened after she left Charleston (August 24, 1778) and while en voyage to France. Her condition was such, however, that Captain Parker was compelled to abandon his voyage and under jury rig, find his way back to New London for refitting, of which he was sadly in need, and where he arrived Sept. 6, 1778. After refitting and before the winter set in Captain Parker made another dash to sea and early in October, 1778, fell in with and captured the Brig *Medway*, with a cargo valued at £3,959, and sent her into Hyannis, Cape Cod. (See Inventory, Vol. IX, Rev. War.) Having again returned to New London, he remained there all winter. Nathaniel Shaw of New London, Marine Agent for the State, was directed to get the *Cromwell* in readiness to annoy the enemy down the Sound by Jan. 7, 1779, if practicable and if a crew could be obtained speedily for this purpose, the dividend of prizes to be the same as allowed to privateers. But on account of various delays incident to the winter, recruiting, etc., it was March before she was able to complete her preparations, and even April before being able to sail. She, however, got away in time, and on May 25, 1779, returned to New London with four British prizes, viz., the schooner *Hazard*, of 10 guns and swivels and 40 men; a British schooner, *St. George*, with mahogany and logwood from Honduras; the schooner *Dove*, and the Frigate *Renown's* tender *York*. Having libeled her prizes in the Maritime Court, she immediately put to sea again, but had only gotten fairly started on her voyage (in company with the privateer *Hancock*) when, on Saturday, June 5th, 1779, while cruising some leagues south of Sandy Hook, she fell in with three British ships and a brig. One of the ships was a very fast sailer, and coming up with the *Oliver Cromwell* they engaged for nearly two hours, in which time the *Cromwell* shot away her main topmast; but the other two ships coming up, she was obliged to strike, after making a gallant defence. The

New London, August 27, 1776.

Sir:

The bearer Michael Melally being desirous to enter in the Service of this State I would recommend him as a person capable of serving as Lieutenant of the Ship under Command of Cap^t Coit. He has been in my service as a Cap^t for more than Ten years Past and am Certain he will answer our Expectations being bro^t up on board ship from his youth and is a Compleat Seaman. He expects that whenever there should happen a vacancy he may be Remembered in Preference to those who are not in the Service. Cap^t Coit writes you by him and Imagine he approves of his being appointed. I am sir,

Your most obed^t & Hum^{bl} Serv^t
Nath^l Shaw Jun^r

Gov^r Trumbull

(To Cap^t William Coit)

Middletown, January 8, 1777.

Cap^t Coit:

I mentioned to you some time ago, to prepare your account for liquidation, and understand some of your men are now in want of their money. Desire you to take the earliest opportunity to lay your accounts before, that order may be given for the ballance.

I am Your

Hum^{bl} Serv^t

J. Trumbull

P. S. Would have you be
in Lebanon next
week on Wednesday
or Thursday.

New London 28th Jan^y 1777.

Hon^d Sir:

I have this minute an opportunity to send the cask of wine (I told you of) as far as Christopher Leffingwells Esq^r which I hope will go safe to hand. Excuse shortness as the team is waiting.

I am in Haste your
obed^t & Humb^{le} Ser^{vt}

W^m Coit

Hon^{bl} Jonth Trumbull Esq^r

Lebanon, Feb^y 22^d 1777.

Sir:

We understand the ship is now graved, that you are taking in the cannon & stores, that Cap^t Shaw is providing the necessaries wanted. Hope you are in a fair way to be soon ready for a cruise. You were to send us an account of your hands, seamen & marines, that we may judge whether we can release any or not. Sundry of the marines have applied. The alteration of the ship and reducing the guns will considerably reduce the men. We want therefore to have you furnish us with a list, especially of the marines which you have with you & who still belong to the ship and who you suppose in your power to have when called for, and your opinion what number of marines this ship will require for a cruise in her new & altered situation that we may know who we can dismiss. Indeed there are some whose infirmity is such as perhaps will excuse them. There are five or six more from Windham who apply on the point of inconvenience. You will not neglect to let us hear from you soon on this subject that we may know how to conduct concerning those who apply. We have excused their attendance till we can hear from you, and when considered shall let you know who are excused. You will give us any further intelligence you think necessary and when it is probable you may be ready to sail if nothing external prevents.

And am yours

Jonathan Trumbull.

Cap^t William Coit.

 Ship *Oliver Cromwell*.

New London, March 17, 1777.

May it please your Honor & the Gentlemen of the Hon^{ble} Council

Since the discharge of Lieu^t Melally from the Ship there appears to be an uneasiness not only among the officers but also among the seamen on board lest some unexperienced person may be appointed in his place. I beg leave therefore to inform your Honor and the honorable gentlemen of the Council that in consequence thereof the Master, boatswain and several other officers will decline to serve unless the Ship shall be officered agreeable to their minds.

Although I have requested a discharge from the Ship I have no objection to sailing under Cap^t Coit nor have I any desire to quit the cause of my Country while my Abilities are necessary for its defence, but determine to risque all in its preservation and if your honor & the honorable Council shall think fit to appoint me upon service either by sea or land, in whatever capacity you will please, I shall with pleasure obey your commands and endeavour that my conduct shall meet your approbation. As I have been used to the sea an appointment in that way would be more agreeable.

Having received no answer from your honor to my request for a discharge I beg your honor & the honorable Board would determine thereupon, as in your Wisdom shall seem best for the Publick service.

I am with Great respect, your honor's and the honorable Board's,
Most Obedient Serv^t

Luther Elderkin.

Hon^{bl} Governor & Council.

(Elderkin was a Midshipman in the *Oliver Cromwell*.)

Advertisement in the New London Gazette, April 18, 1777.

The Ship OLIVER CROMWELL, *Seth Harding Esqr. Commander*, lying in the harbor of New London, is nearly ready to sail on a six months' cruise having a great part of her men engaged. Able seamen or marines will meet with great encouragement and receive pay equal to those in the Continental Service. Apply to the sign of the Golden Ball in New London (Nathan Douglass' Tavern) or on board the said ship.

Lebanon, March 14, 1777.

Sir:

Agreeable to your request, you are by the Consent of my Council of Safety, dismissed from your Office of First Lieutenant on board the *Oliver Cromwell*.

From Your Hum^{bl} Ser^{vt}

Jonathan Trumbull

To Cap^t. Michael Melally.

Lebanon, April 11, 1777.

Sir:

I receiv^d yours of yesterday and am content that you make up your accounts carefully observing the times of admission, desertion or decease of such as have left the ship in any of those ways.

My Council of Safety have been greatly mortified for a long time to find it out of their Power to push the ship out on a cruise. They are sensible that you have been greatly embarrassed and that you still labour under difficulties in your command, which they consider as unsurmountable, and have therefore appointed *Seth Harding* to be captain in your stead with a proper choir of officers for a term to come, and you are Dismissed with the officers and men on board the ship from and after the 14th of April instant. You will not fail to make up your accounts to the time of their Dismission by the First of May next that a full settlement for time passed may be had ready to be laid before the Governor & Council of Safety or the General Assembly. I am Sir

Your Hum^{bl} Serv^t

Jonathan Trumbull

To Cap^t William Coit.

Bedford, May 25th, 1777.

May it Please your Excellency:

I have the pleasure of Informing your Excellency and the Hon^{bl} Council that I sail^d from the Port of New London on Thursday last, afternoon, and arrived safe in this Harbour on Friday. The ship proves to be a good sailer and in other respects fully answerable to our greatest expectations. I hope to get manned soon and I brought out 102 men, and shall open a house of rendezvous here tomorrow.

I am with the Greatest Respect
your Excellency's most obed^t
and Very Hum^{bl} Ser^{vt}

Seth Harding.

Gov^r Jonathan Trumbull.

Bedford, June 5, 1777.

May it Please your Excellency:

With satisfaction I inform your Excellency that we have got the ship fitted in good order for Sea, have about 150 men on board and propose to sail on a cruise this Day and hope by the blessing of God to be able to give your Excellency a satisfactory account of our success in a short time.

I am, with the Greatest Respect
Your Excellency's obed^t and most
Hum^{bl} Ser^{vt}

Seth Harding.

Gov^r Jonathan Trumbull.Ship *Oliver Cromwell*, 8 July, 1777.

Lat. 45°-12. Long. 34°

Sir:

I have the Pleasure to inform you that we this Day made Prize of the Brigantine *Honor* from Cork, bound to Newfoundland, which I hope will arrive in some Safe Port. The Master of the Brig informs me that he sailed in company with about 20 sail for America which he parted with about 4 days ago, so that I hope to give you an account of some other of them in a short time.

I am sir Your Hum^{bl} Serv^t

Seth Harding.

Mr. Sam^l Eliot
Boston.

Acct. of Sales Brig *Honour*
£10,204..11..6

{ British Brig *Honour*
John Jackson, Master
to St. Johns Newfoundland

Hartford, August 23, 1777.

Sir:

I congratulate you on Capt. Harding's success. He has sent into Bedford a Prize Brig called the *Honour* John Jackson late Master with a valuable cargo. We depend you will take

charge of her and pursue proper measures for her condemnation with your usual prudence & Dispatch. Part of her cargo is very valuable & lying at Bedford may be attended with some risque. We have given Mr. David Trumbull orders to receive cart loads of the most valuable articles & transport the same into this State which you will please to order delivered accordingly. Capt. Harding was in y^e midst of a small fleet of merchantment of 15 sail under a weak convoy. Should he be so fortunate as to send in any more of them we shall depend upon your care to pursue such action as is necessary. You will please advise me from time to time.

& believe me Sir
Your obed^t serv^t

Jonathan Trumbull.

Sam^l Eliot Jr Esq^r
Boston.

It appears from the records of the Vice-Admiralty at Halifax that the British ship *Restoration* was captured by Captain Harding July 19, 1777. The following deposition was made by Joseph Toye, Gunner on board the *Restoration*:

"That in his Passage from Quebec to Oporto in said ship they fell in with a Rebel Privateer near the Western Islands, on or about the 19th day of July, 1777; that the privateer Chased them from 6 in the Morning till 6 o'clock in the Evening, when they boarded the ship, the Privateer was a 20 Gun Ship fitted out from New London called the *Oliver Cromwell*, Commanded by one Harding; that they took out the Master, Mate and all hands, except the deponent and three boys & put them on Board the Privateer, manned the Ship *Restoration* with a Rebel Crew and Prize Master, & then shaped their Course for Boston, New England; that the beginning of this month, September, being by their Reckoning about one day's sail from Boston, they fell in with the *Ambuscade*, John McCartney Esq^r commander, who Retook the said ship *Restoration* and brought her safe into this port; that the Papers were all taken by the Rebels."

River Kennebeck, Sept. 5, 1777.

May it please your honor:

By this conveyance I with pleasure inform your Excellency that we arrived here yesterday evening in company with the *Weymouth*, a ship from Jamaica bound to London as a packet. She is what is called a Sloop of War in the English Navy, pierced for 18 guns but mounting 14 guns, 6 pounders, besides swivels, cohorns, &c. A fine new ship about 8 months off the stocks and completely fitted in every respect for war. She had on board a number of passengers, among whom is Capt. Judd of the *Antelope* man of war. This ship we captured off the Western Isles on the 28th of July since which we have been homeward bound. Before the capture of the *Weymouth* we sent in a Brig from Cork bound to Newfoundland under the command of Mr. Woodworth and a ship from Quebec to Oporto under command of Mr. Lewis which I hope have both arrived safe. Propose to send the Prisoners to Boston by land tomorrow and shall take all prudent care to follow with the Ship as soon as circumstances will permit. I shall direct the Prisoners to Mr. Eliot who will inform your excellency when you will act your pleasure with regard to their disposal. I have the honor to be with all due respect

Your Excellency's obed^t Humb^l Serv^t

Seth Harding.

N. B. I must beg your Excellency will not make this publick as there are a number of Cruisers between this and Boston who perhaps may get intelligence.

Boston, 10th Sep^r 1777.

Hon^d Sir

I have the Pleasure of Acquainting your Excellency of the safe arrival here of the *Oliver Cromwell* in this Harbour together with her Prize the ship *Weymouth* mounting sixteen carriage guns &c. She was employed as a packet from Jamaica to London having on board a quantity of Cash, the exact sum I am not able to ascertain. The Prize Master informs me her letters were all destroyed, that there were several passengers, among whom is Cap^t Judd, Commander of the *Antelope*

of 50 guns who with the other prisoners were landed at Kennebeck River in order to proceed by land to this place. I expect them this day. I shall pay due attention to them according to their rank. Your Excellency will doubtless consent to Cap^t Judd's being exchanged for Cap^t Manly if a Cartel should be established. It is sorrow I mention to you Cap^t Harding's detention at the Eastward by a dangerous fit of sickness. While he is absent I will take the whole charge of the *Cromwell* &c., and as Cap^t Deshon is now in town I doubt not of conducting to approbation with his advice & assistance which he has kindly promised. The prize will occasion a great deal of altercation as the agent for the people will endeavour to prove her a *King's Ship*, which if done, the State will draw no part. I shall retain another lawyer besides Mr. Dana in hope of recovering a proportion for the State and shall acquaint your Excellency from time to time as there shall be occasion. . . . Lieut. Smith who will deliver this can give your Excellency a particular account of the Engagement with the Packet and of the several captures made by the *Cromwell*—one of which, I fear, has miscarried. I would request as early and particular directions respecting both vessels (*Honour* and *Weymouth*) as is convenient

I remain

with due respect

y^r dutiful & obed^t ser^{vt}

Samuel Eliot Jun^r

His Excellency Gov^r Trumbull.

Boston, 10th September 1777.

Sir:

Have the pleasure to inform your Honor of the safe arrival of the *Oliver Cromwell* and *Weymouth* Packett in this Harbour, being sent forward from Kennebeck River @ order of Captain Harding who was left there sick but was getting better. All the prisoners that were able to travel were landed at that place and ordered to proceed here by land, among whom there is a Captain William Judd late of the *Antelope* British man of war of 50 guns, some gentlemen passengers &c. For particulars

beg leave to Refer you to Lieut. Smith who will be able to give your Honor any Information you may desire. Should Capt. Harding be detained longer than is expected we beg your Honour Instructions for the Regulation of our Conduct. Cap^t Harding hath promised parole to Cap^t Judd & Cap^t Flynn of the *Weymouth*. They appear to be gentlemen of character, and they'll be treated as such notwithstanding the Austerity of the time.

I am with the greatest esteem your
Honours most Ob^t Hum^{bl} Ser^{vt}

Tim^y Parker.

Gov. Jonathan Trumbull.

(*Weymouth* captured July 28, 1777.)

Weymouth packet, Boston Harbor.

4 Oct^o 1777.

Hon'd Sir:

Agreeable to a vote of the Hon^{bl} Council of Safety for your state I petitioned both houses of Assembly for leave to remove the Prisoners taken by Capt. Harding into Connecticut and yesterday obtained an order therefor. I now send them under the care of M^r Hilliard to Lebanon, who will deliver them to your Excellency's orders. The officers will set out at the same time under the care of M^r Reed who will doubtless arrive some days before you receive this. I have the honor to be

Your dutiful Serv^t

Sam^l Eliot Jr.

Gov. Trumbull.

Lebanon, 2d April 1778.

Gentlemen:

I take the liberty of addressing you at this time in commendation of Cap^t Seth Harding of this State not of myself only, but at the desire of my Council of Safety. This gentleman has from the commencement of the War been employed in the service of this State as Commander of an armed vessel, in

which character he has distinguished himself on several occasions, principally in the Spring of 1776 in Boston. This action was particularly gallant and has seldom been equalled nor perhaps has any one man during the war, with so small a command as a Brig of 16 guns, taken such a number of prisoners as he did on that day only. Want of health has prevented him during the winter past, from active life, by which means, the command of two ships owned by this State, has devolved to his former Lieutenants.

He is now recovered, and I would propose him to your Hon^{bl} Board to be appointed to the command of the Frigate now building at Norwich which is so far as to require the speedy appointment of a Captain. As much merit and service may be pleaded in favour of Captain Harding as of any gentleman, and there is no one who can man the ship more expeditiously than him, from the opinion which the seamen in general entertain of him. I would likewise mention that of the many appointments in the Navy hitherto, this State has never nominated one.

I am, your Hum^{bl} Serv^t
Jonathan Trumbull.

Hon^{bl} Navy Board of the U. S.
Yorktown.

Oliver Cromwell, 20th April 1778.

May it please your Excellency

The fortune of war has thrown M^r Henry Shirley with his Lady and family into my hands, he having taken passage in the *Admiral Kepple*, Cap^t Brown, from Bristol to Jamaica to settle the affairs of his estate in that Island. M^r Shirley appears to be a man of amiable character, was formerly Ambassador from the Court of Great Britain to that of Russia.

I have two letters from M^r Shirley, one addressed to Lord Howe and another to Sir Peter Parker, the other to his Excellency Lord McCartney Governor of Grenada which in case I should by the fortune of war fall into the hands of the enemy I have no doubt but they would be of infinite service to me.



CAPTAIN URIAH HAYDEN'S TAVERN SIGN, 1796

Saybrook (Essex), Connecticut

He Built the "Oliver Cromwell"

(Connecticut Historical Society)

When I see and consider the anxiety of mind of that poor Mrs. Shirley and her young daughter as considering themselves in the hands of their enemies, suffer, I think their case truly pityable.

Your Excellency's well known character of Humanity and generosity leaves no doubt on my mind of his being treated with respect due to his character and that your Excellency will render him every service in your power.

Your Excellency's most obed^t Hum^{bl} Serv^t
Tim^y Parker.

Gov^r Trumbull.

Norwich, 29 August 1778.

Sir.

Received your Excellency's orders to proceed to General Washington. Shall endeavour to wait on your Excellency Monday or Tuesday next. Rec^d yours by the bearer of this. I am sir your most obed^t and very Hum^{bl} Serv^t

Seth Harding.

To His Excellency Jonathan Trumbull.

New London, 26th May 1779.

Please your Excellency:

I have just time to inform your Excellency by Mr. Mumford, our arrival here last evening with a New York privateer Schooner *Hazard* of 10 carriage guns & swivels, 40 men; a schooner with mahognay & logwood from Honduras. The latter was British property taken by an American Letter of Marque, retaken by a British privateer, and yesterday retaken by the *Oliver Cromwell*. The *Renown's* tender I took left Friday, and ordered her into port. As she is yet missing am afraid she is retaken. I shall fill up my water and get a few more men if possible and proceed out again with all expedition except ordered to the contrary. If your Excellency has any commands hope to receive them. I am most respectfully your Excellency's most obed^t Hum^{bl} Serv^t

T. Parker.

His Excellency Gov^r Trumbull.

One of the members of the crew of the *Cromwell* kept a Log on the second and third cruises of that vessel in 1778, which is given verbatim herein, as contributing to and portraying conditions and reality of daily experiences of the venturesome voyages of that time.

THE LOG OF

Timothy Boardman, 24 years old, Carpenter's mate in the ship *Oliver Cromwell*, 1778.

-
- April 7th The *Defence* has 5 Men Broke out with Small Pox.
 9th They lost a Man with Small Pox.
 10th Exercised cannon & musquetry.
 11th Saw a sail. The *Defence* spoke with Her. She a Frenchman from Bordeaux to the West Indies.
 13th Cros^d the Tropick. Shav^d & Duck^t about 60 men.
 14th At 4 o'clock Afternoon Saw a Sail Bareing ESE. We gave Chace to Her & came up with Her at 8 o'clock. She was a Large French Ship. We Sent the boat on Board of her. She Inform^d us of two English Ships which she Left Sight of at the time we saw Her.
 15th At Day Break we saw 2 sail Bareing SE by E. Distance 2 Leagues. We gave Chaise under a moderate sail. At 9 o'clock P. M. Came up with them. They at first shew French Colours to Decoy Us. When we came in about Half a mile of us She ups with English Colours. We had Continental Colours flying. We engaged the Ship *Admiral Keppel* as follows: When we came in about 20 Rods of her, we gave her a Bow Gun. She soon returned us a Stern chase and then a Broad side of Grape and Round shot. Cap^{ts} orders not to fire till we can see the White of their eyes. We got Close under their Larboard Quarter. They began another Broad side. Then we began & held Tuff & Tuff for about 2 Glasses, and then she struck to us. At the same time the *Defence* engag^d the *Cyrus*, who as the *Keppel* struck Wore around under our stern. We Wore ship & gave her a

Stern chase at which she Immediately struck. The loss on our side was one kill^d and 6 wounded, one mortally who soon died. Our Ship was Hull^d 9 times with 6 pound shot, 3 of which went through our Birth, one of which Wounded the Boatswain's yeoman. The loss on their side was 2 kill^d & 6 wounded. Their larboard quarter was well filled with shot. One 9 pounder went through Her Main Mast. Employ^d in the afternoon in taking out the men & manning the Prize. The *Keppel* mounted 20 guns, 18 six pounders and 2 wooden do with about 45 Men; the *Cyrus* mounted 16 six pounders with 35 men. Letters of Marque Bound from Bristol to Jamaica Laden with Dry Goods &c.

18th Cap^t Day died.

19th Cap^t Brown of the Ship *Admiral Keppel* & Cap^t Dike of the *Cyrus* with 3 ladies & 8 men were sett off in a Long boat for St. Kitts on Cap^{ts} Parker & Smedley's Permission.

20th Employ^d in taking things out of the Prize viz. one Chest of Holland, a quantity of Hats & Shoes, Cheeses, Porter & some Crockery Ware, Small Armes, Pistols, Hangers, Two Brass Barrel Blunderbusses, a quantity of Rigger &c.

21st At 3 o'clock in the Afternoon we Wore ship to the southard. The Prizes made Sail to the Northard. We lost sight of them at six.

May 2d Sprung our Fore Top Mast. Struck it and ship^t another in its Room.

8th Saw a sail Over our Starboard Bow. We gave chase to her. She was a French Guineaman Bound to the Mole with 612 slaves on Board. Our Cap^t put 6 prisoners on board of her. Left her just at Dark.

11th At 5 o'clock in the morning saw a Saile at the windward two Leagues Dis^t Bareing down upon us. We lay too for Her till she Came in Half gun shot of us. The men at mast head Cry^d out 4 Sail to the Leeward. Our officers concluded to make sail from Her supposing her to be a Frigate of

36 guns. After we made sail we Left as fast as we wanted. She gave over chase at 2 o'clock after-noon. She was a Seaford of 28 Guns.

22d Sprung our Main Top Sail yard.

28th Made the land of Port Royal.

29th the Ship Struck bottom Thrice.

30th Come Over Bar this morning & arriv^d in the Har-
bour in compan^y with the Ship *Defence* com^{da} by
Sam^l Smedley.

Charles Town Sth C^{na} May y^e 30, 1778.

Charlestown July 6th 1778.

Conversation between Cap^t Parker & My Self this Day.

P^r What are You Doing a Shore?

My Sf. I want to See you Sir.

P^r Verry well.

My Sf. The Term of my Inlistment is Up & I would be
Glad of My Discharge Sir.

P^r I can not Give you One, the ship is in Distress.
Plumb has been Trying to Get you a way.

My Sf. No sir. I can have Good wages here & I think
it Better than Privateering. I cant think of Going
for a Single Share. I had a hard Task Last Cruise
& they all Left me.

P^r You have had a Hard Task of it & I will Consider
you & you shall have as much again as you Expect.
Ranny & those that leave me without a Discharge
will never Gett anything. You Better Go aboard
Boardman. I will Consider you & you'll Lose
Nothing by it.

My Sf. I am oblige^d to you Sir. So went aboard.

Third Cruise.

July 24th Weigh^d anchor at 5 Fatham Hole & came over the
Bar in Compan^y with the *Notre Dame* a 16 gun
Brig & 2 sloops. Mett a French ship on the Bar
Bound in.

25th a smooth sea.

29th Saw a Sail, gave Chase.

- 31st Saw 2 Sail, gave Chase. Light winds.
- Aug. 6th At Half Past 6 afternoon saw a Sail & Gave Chase. At 11, Gave her a Bow Gun which brought Her too. She was a Big Ship from New Orleans in Missipi Bound to Cape Francois, a Spainiard. Went on Board. Kept her all night, & Lett her Go at 10 o'clock the next Day. Her cargo was Furr & Lumber. She had some Englishmen on Board, the Ocasion of our detaining Her so Long.
- 7th at 5 o'clock afternoon made the Land of Abaco.
- 8th at 10 o'clock Harbour island. Bore east Dis^t 2 leagues.
- 9th Hard Gales of wind.
- 10th Fresh Gales of wind & Heavy Squals.
- 11th Fresh breezes & a Rough Sea.
- 12th at 6 afternoon Caught a Great Turtle which was kook^t the next Day for the Entertainment of the Gentlemen of the Fleet. No less than 13 Came on Board to Dine.
- 14th at 2 o'clock P. M. Harbour island Bore S b W 1 League Dis^t. Sent the yoll on shore. The Brig Sent her Boat a shore too.
- 15th the 2 Boats return^d with a two mast boat and 4 men belonging to New Providence. Squaly Night & Smart Thunder & Lightning.
- 16th Cros^d the Bahama Banks from 8 Fathoms of Water to 3 $\frac{3}{4}$. Came to anchor at Night on the Bank.
- 17th Arriv^d at Abimines. Fill^d our Water Cask & Hogg^d Ship & Boot Top^t the Ship.
- 18th at Day Break Weigh^d Anchor together with the Rice Thumper Fleet. at Noon Parted with them & fired 13 guns. The other Fir^d their guns which was a 16 Gun brig the *Notre Dame* com^{ad} by Cap^t Hall, a 10 Gun sloop com^{ad} by Cap^t Robberts, a 12 Gun sloop com^{ad} by John Crappo or Petweet, and stood to the Westward acros^t the Gulf.
- 19th At Day the Cape of Florida Bore West. We stood for it a crost the Gulf. We came out of the Gulf in 5 Fathoms of Water & within 30 Rod of a Rief in the space of 15 minutes in About a League of

the Shore, the Cap^t & other officers was surpriz^d. We have the Ship in Stays & beat off, the wind being moderate.

20th Saw a sail & gave her Chase & came up. She was a Spainiard a Palacca from Havana Bound to Spain. She Inform^d us of the Jamaica Fleet, that they passed the Havana 10 days back which made us Give Over the Hopes of seeing them.

22d Saw this Spainiard about a League to the westward.

23d Sunday saw a ships mast in the Forenoon & just at night a Large Jamaica Puncheon floating. We hoisted out our Boat & went in Pursuit of it but could not gett it. We suppose it was Full of Rum. This Afternoon a large swell Broke & soon after a Fine breeze which Increas^t harder in the morning.

24th Sun about 2 hours High. We saw white water in about a mile under our Lee Bow. We saw the Breakers which was on the Bahama Banks which surpriz^d our officers and men greatly. We Put our Ship about and had the Good fortune to Clear them. The wind Blew Harder. We struck Top Gallant Yards & Lanch^d Top Gallant Mast. Lay too under one Leach of our Fore Sail. Got 9 pounder Guns Down in the Lower Hold & Clear^d the Decks of unnecessary Lumber. The wind continued verry hard. The air was verry thick. Just before night the sea came in over our Larboard nettins on the Gangway. All the officers advised to cut away the main mast which we did. Just at Dusk, all the hope we had was that it would not Blow harder, but it Continued harder till after mid night. About 1 o'clock it seemed to Blow in whirl winds which Obliged us to cut away our Fore Mast & Mizzen Mast. Soon after the wind chang^d to the Eastward which greatly encourag^d us being much affraid of the Bahama Banks. The Fore Mast fell to the windward & knocked our Anchor off the Bow so that we cut away for fear it would make a Hole in the Bow of the Ship. Our

- Fore Mast lay along side for 2 hours after it fell, it being impossible to Get Clear of it. We bent our Cables for fear of the Banks that we might try to Ride it out if we Got on.
- 25th Moderated some but very Rough so that we could do no Work.
- 26th Got a Jury Mast on the main mast.
- 27th Got up Jury masts on the Fore & Mizzen Masts.
- 30th At 8 o'clock in the Morning saw a brig over our Weather Bow 2 Leagues Dis^t. We kept our course. She stood the same way. Just at night we Gave her 2 Guns but she kept on. We lost sight of her.
- 31st At 5 in the morning saw a brig ahead. Gave her Chase. Came up with her about Noon. We hoisted our colours. She hoisted English colours. We gave her one Gun which made them come Tumbling Down.
- Sep 1st We saw a Sail ahead giving us chase. She hoisted English Colours and we & the Brig hoisted English Colours. She came down towards us. We put the ship about & she came close to us. We up Ports & our Colours. She put about & we gave her about 12 Guns bow chasers & she got clear. She was a small sloop of 6 or 8 guns.
- Sep 2d Gott Soundings of Cape May 45 Fathoms.
- Sep 3d At night lost sight of the Prize.
- Sep 4th Saw a sail a privateer Schooner. She kept around us all Day & hoisted English Colours. We hoisted English colours but she thought best not to speak with us.
- Sep 5th Made land at 9 o'clock in the Morning, the South Side of Long Island against South Hampton & came to anchor under Fishers Island at 12 o'clock at night. Saw 5 sail in the afternoon standing to the Westward, two of them Ships.
- Sep 6th New London. Arriv^d in this Harbour.

On August 22, 1777, the Governor & Council of Safety voted that an order be drawn in favor of David Trumbull on the agent of the Prizes of this State, Samuel Eliot, in Massachusetts, to deliver him such quantities of the wines, tea & cloth-

ing brought in the prize taken by the *Oliver Cromwell* as he can conveniently bring to Lebanon in his teams now going there. (This refers to the British ship *Weymouth*, prize.)

On August 23, 1777, Midshipman Jonathan Woodworth, prize master of the brigantine *Honor* bound from Dartmouth, England, to Newfoundland, taken by the *Oliver Cromwell*, Seth Harding commander, on the 8th July, in Lat. 45, Long. 34, which safely arrived at Dartmouth, New England (New Bedford), came before his Excellency Gov. Trumbull at Hartford and reported the cargo as follows: 2 chests tea; 15 hhds. Porter; 1 case Linens; 8 bbls Pitch; 5 bbls. Tar; 3 casks Leather & clothing; 50 thousand weight of Bread & Flour; 2 tons Cordage; 2 pipes of Port Wine; 120 bbls. Pork; 120 bbls. Beef & 180 firkins of Butter. Some of the flour was sent to Ichabod Allen of Sharon; the captors received part of one chest of the tea.

The prisoners taken by Capt. Harding from the *Weymouth* and *Honor* were on Sep. 25th, 1777, ordered sent under guard from Boston to Connecticut, as hostages. Captain Harding discharged part of his crew in Boston, retaining only as many as were necessary to refit the ship and prepare for another cruise.

Dec. 5, 1777, the *Cromwell* was still in Boston harbor, but was ordered to recruit her crew for another cruise, at once, one half of all captures to be allowed officers and crew according to rules of Continental Navy. Captain Harding had been recalled for the command of the new Continental frigate *Confederacy*, then being built in the River Thames; Lieut. Parker promoted to the command of the *Cromwell*; John Chapman of New London appointed First Lieutenant; John Smith of East Hartford promoted to Second Lieutenant, and accordingly commissioned by the Governor; said commissions being dated Dec. 8, 1777. On Dec. 27th, Capt. James Day of the Marines was given £120 for recruiting purposes, and on Jan. 13th, 1778, Lieut. John Smith was given £150 for recruiting seamen, but on Feb. 5th he resigned his commission and settled his accounts and was succeeded by Caleb Frisbie; John Tillinghast being appointed Third Lieutenant.

Pay List of Officers & Men belonging to the Ship
Oliver Cromwell, Capt. Wm. Coit, 1776-1777.

Abbe, Hezekiah	marine	
Adams, John	seaman	deserted
Alden, James	marine	deserted
Allyn, Wm.	do	discharged
Arnold, Henry	do	
Arnold, Jonathan	seaman	discharged
Backus, Ebenezer	do	discharged
Backus, John	marine	discharged
Backus, Nathaniel	seaman	deserted
Bagley, David	do	deserted
Baker, Hezekiah	midshipman	
Bailey, John	seaman	deserted
Bailey, Joseph	do	
Bassett, Samuel	marine	
Baxter, Cornelius	do	
Beebe, Barzaleel	seaman	discharged
Bidwell, James	marine	discharged
Bishop, William	seaman	deserted
Blossom, Stephen	seaman	
Blossom, Oliver	do	
Booth, Stephen	do	
Boston, Samuel	do	
Bowen, Thomas	do	deserted
Bowes, Freeman	do	deserted
Brooks, Stephen	do	
Brown, Charles	do	
Brownley, John	marine	deserted
Bunker, Job	seaman	deserted
Bunker, Valentine	do	discharged
Burnham, Gurdon	drummer	deserted
Burnett, Benjamin	marine	deserted
Burnett, Jonathan	do	
Burns, John	Carpenter's mate	

Burnside, Henry	seaman	
Burroughs, Nathan	do	small pox
Butler, Moses	Gunner's mate	
Capee, Solomon	marine	
Capp, Wm.	do	
Carr, Daniel	seaman	deserted
Carew, Phineas	marine	
Calkins, Nathaniel S.	do	discharged
Chapman, Douglas	boy	
Chapman, John	2d Lieutenant	
Chase, Nathan	seaman	deserted
Chase, Valentine	boy	
Chase, Zaccheus	seaman	
Chatfield, Thomas	1st Mate	
Christopher, John A.	Midshipman	
Clark, Charles	Seaman	
Coit, William	Captain	
Collins, John	seaman	deserted
Cowett, Nathaniel	do	deserted
Crow, Edward	do	
Crowell, Shubael	do	discharged
Culver, Edward	do	
Curtis, Frederick	marine	
Curtis, Samuel	do	
Daggett, Silas	seaman	
Dausey, Wm.	do	
Darrow, Peter Jr.	do	
Davis, Abel	marine	
Debago, Simeon	seaman	
Deming, John	boy	deserted
Dennis, Jonathan	2d Boatswain's mate	in Gaol
Dingley, John	marine	discharged
Doane, Oliver	seaman	
Doherty, Thomas	do	
Dunham, Ezekiel	marine	deserted
Dunking, John	seaman	
Elderkin, Bela	2d Lieut	Marines

Elderkin, Durkee	marine	
Elderkin, Luther	midshipman	
Etterly, Thomas	seaman	deserted
Ewett, Joseph	do	
Fagans, Wm.	do	
Fisher, Joseph	do	
Flint, Ashel	marine	
Flint, Silas	do	discharged
Folger, David	do	discharged
Follett, Abner	seaman	deserted
Fosdick, Samuel	marine	
Fowler, Benj.	seaman	
Fox, Stephen	do	
Frederick, Joseph	marine	
Fullerton, Nathaniel	do	discharged
Gardner, Jotham	seaman	deserted
Garrick, Wm.	do	murdered
Gibson, Jacob	marine	
Godfrey, Reuben	seaman	drummed out
Geyer, Samuel	do	deserted
Graige, Robert	Gunner	
Grant, John	marine	
Gray, Thomas	Surgeon's mate	
Hale, John	marine	
Hampton, Thomas	seaman	
Hannibal, Job	do	deserted
Hanson, Peter	do	deserted
Harris, Thomas Blin	do	deserted
Harris, Wm.	do	discharged
Harry, Peter	do	
Hartshorne, John	marine	
Hatch, Edward	seaman	
Hatch, Robert	do	
Hawkins, John	marine	
Hawkins, David	do	
Hewet, Joshua	seaman	deserted

Heath, John	seaman	
Hill, James	do	
Hill, John	do	deserted
Holbrook, Thomas	marine	
Hollister, Giles	midshipman	
Holladay, Thomas	seaman	
Horsewett, Jonas	do	
Howard, Wm.	cooper	
Hubbard, Jonathan	marine	
Hultman, Jonas	seaman	
Hunt, Henry	do	deserted
Hussey, Benjamin	do	
Hutchinson, Abijah	marine	
James, Robert Alsop	seaman	deserted
Jennings, Jonathan	fifer marine	discharged
Johnson, Wm.	marine	
Jones, Robinson	seaman	
Jones, Thomas	seaman	
Jones, Thomas	Pilot	
Kennedy, Henry	seaman	
King, Joseph	do	
Lanphear, James (steward)	do	deserted
Lathargo, John	do	discharged
Linstrum, John	do	deserted
Long, Paul	do	deserted
Lord, George	Clerk	discharged
Lord, Solomon	Sergeant	
Loveland, Elijah	seaman	deserted
Lyon, Ezekiel	do	
Mackintosh, David	yeoman	
Mansfield, Phineas	seaman	
Marsh, Wm.	marine	
Matthews, Hugh	Cook	
Matthews, James	seaman	
McPherson, Cornelius	do	
Melally, Michael	1st Lieutenant	
Merrills, Joseph	boy	deserted
Marrow, John (armorers)	seaman	discharged

Minor, Abel	marine	
Minor, Jonathan	seaman	deserted
Morrison, John	do	
Moseley, Wm.	clerk of marines	discharged
Murphy, Timothy	seaman	deserted
Newson, Robert	Boatswain	
Niles, Caesar	seaman	discharged
Nichols, Thos.	do	deserted
Ormsby, Elijah	do	
Palmer, Wm.	do	
Parseval, Thos.	do	
Peterson, James	marine	
Pease, John	do	
Perpener, Solomon	seaman	
Peet, Wm.	do	
Pinkham, Sylvanus	Midshipman	
Porrett, James	seaman	
Prentice, John	1st Lieut. Marines	
Prince, Christopher	Steward	
Porter, David	marine	
Porter, Moses	do	
Powell, Wm.	do	deserted
Randolph, John	seaman	
Ransom, Abner	do	
Risley, Levi	marine	
Risley, Richard	do	
Roberts, Aaron	do	
Roberts, Eliphalet	Captain, Marines	
Roberts, Eliphalet, Jr.	marine	discharged
Roberts, Thos.	do	
Roberts, Wm.	seaman	discharged
Robbins, John	do	
Robbins, Thos.	do	
Robinson, John	do	
Robinson, Samuel	marine	
Rogers, Isaac	do	
Rogers, Isaiah	do	
Rogers, John	seaman	
Rowley, Nathaniel	do	

Sawyer, Jacob	marine	discharged
Setchel, Thos.	1st Boatswain's mate	
Shaford, Elijah	marine	
Short, Benjamin	seaman	
Short, John	do	deserted
Sheffield, Ichabod	do	deserted
Shiverick, Thomas	do	
Simons, Adrial	do	
Simons, Arad	do	
Sims, Sylvanus	do	
Sinemon, Benjamin	do	
Sinemon, Thomas	do	
Smith, John	3d Lieutenant	East Hartford
Smith, John	seaman q. m.	deserted
Smith, Reuben	do	discharged
Smith, Sylvanus	do	
Smith, Thomas	do	
Soppooser, Abel	do	
Spencer, John	Sergeant	
Spooner, Judah P.	seaman	
Stoddard, Samuel	marine	
Stratton, Samuel	do	
Stuart, John	seaman	
Stubbs, Manning	do	
Supp, Hammond	marine	
Talman, Moses	seaman	
Tracey, Solomon	marine	
Truman, David	seaman	
Van Dusen, Thomas	do	deserted
Waggs, Samuel	do	sick
Waldo, A.	Surgeon	
Ward, Stephen	marine	discharged
Ware, Josiah	seaman	deserted
Watkins, John	marine	discharged
Weeks, Timothy	seaman	
Welch, Eleazur	marine	
Whelding, Jonathan	seaman	
Wilson, John	marine	deserted

Wilson, Nathaniel	2d Mate	
Williams, Henry	marine	drowned
Williams, John	seaman	deserted
Williams, Thomas	carpenter	
Williams, Thomas	marine	
Winston, Thomas	Captain's clerk	deserted
Wolf, John	seaman yeoman	deserted
Wolf, Stephen D.	do	
Woodbury, John	do	discharged
Woodworth, Abel	marine	smallpox
Worthylake, George	seaman	
Young, David	do	
Young, Levi	Master	

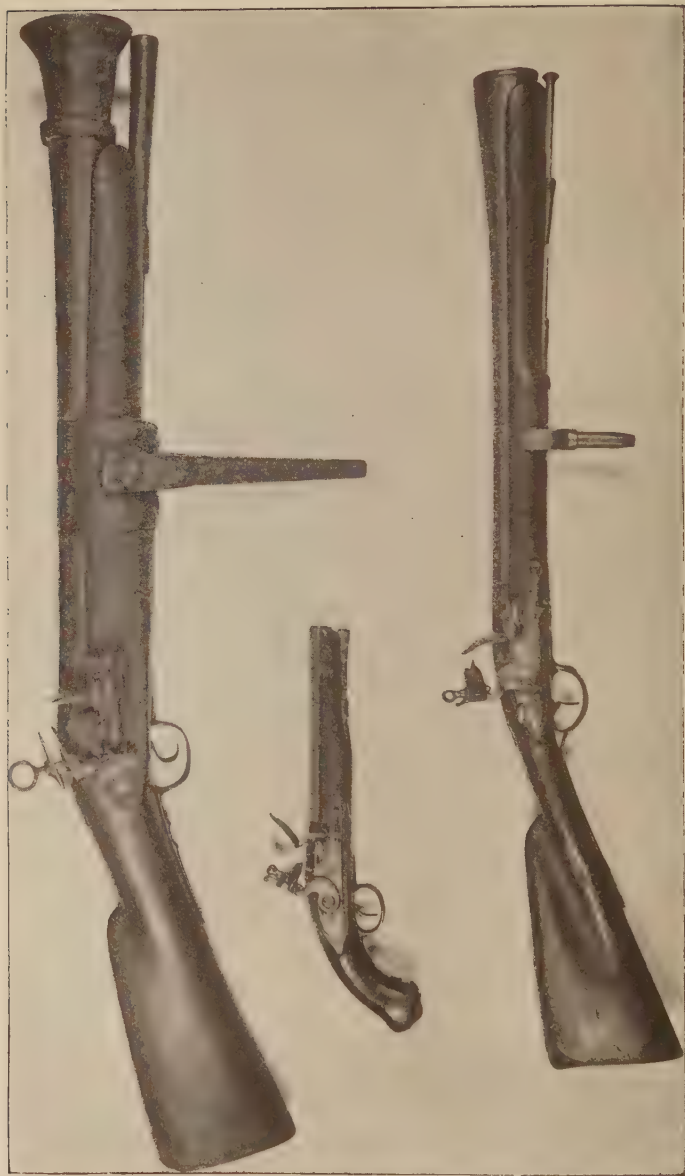
Capt. Wm. Coit was discharged April 14, 1777.

Samuel Lee of Windham was appointed Surgeon Nov. 15, 1776, but does not appear in Roster.

Pay Roll of Officers & Men belonging to the Ship
Oliver Cromwell, 1777 (Capt. Harding).

Seth Harding	Captain
Timothy Parker	Lieut.
John Chapman	Lieut.
John Smith of E. Hartford	Lient.
Caleb Frisbie	Master
Thos. Rice	Mate
Stephen Lee	Mate
Thos. Wheldon	Mate
David Pool	Boatswain
David Mackintosh	Gunner
Wm. Marble	Carpenter
Jonathan Woodworth	Midshipman
Sherman Lewis	do
Curtis Reed	do
Ralph Hoadley	do
Andrew Morris	do
Robert Alsop James	do

Judah P. Spooner	Clerk	
Benjamin Ellis	Surgeon	
Timothy Rogers	Surgeon's mate	
John Craig	Boatswain's mate	
Wm. Higgins	do	
James Elderkin	Gunner's mate	
Phineas Chapman	Carpenter's mate	
Jonathan Setchel	Quartermaster	
Prosper Brown	do	
Samuel Adams	do	
Benjamin Smith	do	
John Boyle	do	
Wm. Baldwin	do	
Peleg Hillman	do	
David Norton	do	
Henry Parry	Cooper	
Epaphrus Smith	Steward	
Henry Taylor	Cook	
Henry Kennedy	Coxswain	
Frederick Curtis	Master at Arms	
Barzaleel Beebe	Armourer	
Wm. Kimbolin	Sailmaker	
John Negus	Armourer's mate	
Ephraim Herrick	Steward's mate	
Joab Alden	Gunner's Yeoman	
Henry Hunt	Yeoman	
Josiah Walker	do	
Nathan Daggett	Pilot	
John Chatfield	do	
George Hillman	do	
John Rees	seaman	died Sep. 1
Edward Culver	do	
Benjamin Hussey	do	
George Worthylake	do	
James N. Griffin	do	
Samuel Silliman	do	
Abel Woodworth	do	
Timothy Teal	do	
Zephaniah Hatch	do	



NAVAL BLUNDERBUS-SWIVELS AND PISTOL
Revolutionary War Period
From the originals in the J. B. Cone Collection

Abel Lewis	seaman
Samuel Curtis	do
Arnold Kinyon	do
Phillip Driscoll	do
James Hilliard	do
William Holmes	do
Archelaus Barker	do
Stephen Smith	do
Isaac Sharpe	do
Theophilus Whalley	do
Azariah Hilliard	do
Isaac Frisbie	do
Teleman Cuyler	do
Turtle Hunter	do
Justus Harrison	do
Butler Harrison	do
John Jacobs	do
Henry Bowman	do
James Brown	do
John Manuel	do
Charles Kenney	do
Felix Quin	do
Peter Grant	do
James Everett	do
Wm. Odell	do
Wm Ingraham	do
Wm Hall	do
James Morris	do
Timothy Murphy	do
Robert Gordon	do
James McVey	do
James Ford	do
James Anderson	do
James Wall	do
Wm Harris	do
Joab Scranton	do
John Willard	do
Thos. Groundwater	do
Benj. Rockwell	do

Rosamus Lawrence	Seaman	
Anthony Swasey	do	
Wm. Teleder	do	
Michael Moore	do	
Richard Lillie	do	
Patrick Connor	do	
John Taylor	do	
Boston Swain	do	
Wm. Ellis	do	
Wm. Lamb	do	
James Wimberley	do	
David Rogerson	do	
John Mortimer	do	
Thos. Burke	do	
Robert Marks	do	
Nathaniel Swan	Boy	
John Parsons	do	
Douglas Chapman	do	
Theophilus Fitch	do	
John Setchell	do	
Darius Brewster	do	
Philo Lewis	do	
George Edwards	do	
Ivory Snow	do	
Sylvanus Daggett	do	
West Daggett	do	
Thos. Jones	do	
John Cleverly	do	deserted
Thos. Wilson	do	
Thos. Graystock	do	
James Murray	do	
Peleg McGuire	do	
Thos. Aaron	do	
James Goging	do	
Alpheus Johnson	do	
Henry Pierce	do	
Obadiah Sears	do	
Thos. Keney	do	
Ebenezer Smith	do	

John Rosson	Seaman
Samuel Webster	do
Francis Jackson	do
Nicholas Taafe	do
Thos. Knowlton	do
Wm. Russell	do
James Day	Lieut. Marines
Wm. Marsh	Sergeant
Samuel Holt	do
Henry Walton	Drummer
John Walton	Fifer
Nathaniel Jennings	Marine
Nathan Jennings	do
John Easton Olcott	do
Josiah Beers	do
Richard Kimball	do
Elijah Spencer	do
Hendrick Pickel	do
James Beers	do
George Stilken	do
Elihu Cook	do
John Linsley	do
Timothy Huffman	do
Oliver Gates	do
Robert Geer	do
Noah Stevens	do
Heli Foote	do
John Monterdier	do
Timothy Habbard	do
Josiah Wolcott	do
John Pullman	do
Elnathan Dexter	do
Jepthah Curtis	do
Charles Dana	do
Edmond Morris	do
Samuel Bartholomew	do
Adolph Pease	Yeoman
James Calkins	Marine

Henry Hunt	Seaman
Samuel Foy	do
Daniel Green	do
Alexander Wood	Marine
Thos. Rogers	do
Josiah Frisbie	do
Thos. Holbrook	Seaman

Pay List for Ship *Oliver Cromwell*, Timothy Parker,
Commander, from December 1777 to September 1778.

Timothy Parker	Commander
John Chapman	First Lieut.
Caleb Frisbie	2d Lieut.
John Tillinghast	3d Lieut.
Benj. Jones	Master
Andrew Morris	1st Mate & Master
Joseph Hubbard	2d Mate
Curtis Reed	3d Mate & 1st Mate
Ralph Hoadley	Midshipman & 2d Mate
Saml. Stowe	Midshipman & 3d Mate
Wm. Higgins	Midshipman
Saml. Bidwell	do
Isaiah Cahoon	do
Saml. Buffam	do
John Craig	Boatswain
Thos. Tillinghast	Boatswain's mate deserted
Saml. Lollard	2d " mate
Thos. Wait Foster	Gunner
Peter John Forster	do mate
Edward Brazier	Yeoman deserted
Jacob Chandler	Carpenter
Amos Ranney	Carpenter's mate deserted
Timothy Boardman	do
James Day	Captain Marines killed Apr. 18, 1778
Azariah Hilliard	Sergt. Marines
Abel Woodworth	do do

Jabez Perkins 3d	Captain's clerk	
Turtle Hunter	Coxswain (sailmaker)	
Saml. Holman	Steward	
Thos. Smith	Quartermaster	
John Essex	do	deserted
Douty Randall	do	
Thos. Whaples	do	deserted
Chace Rogers	Cooper	
Gideon Chapman	Doctor's mate	
Edmond Morris	Seaman	
Richard Rose	Marine	
Jordon Smith	do	
Caleb Smith	Cook	
Archelus Barker	Seaman	
Saml. Andrus	Marine	
Joseph Smith	Seaman	
Hutchins Bowden	do	
Charles Boardman	Marine	
Ebenezer Baldwin	do	
Eliphalet Roberts Jr.	do	deserted
John Henry	do	do
Levy Darling	do	do
Crittenden Ward	do	
Jeremiah Ward	do	
Daniel Sandeforth	do	
John Rogers 5th	Drummer	
Chapman Simmons	Marine	
Thos. Croman	do	
Jeremiah Thorp	do	
Jonathan Waterhouse	do	
Daniel Hilliard	marine & gunner's yeoman	
John Whittlesey	do	
John Wellman	do	
Roswell Lanphear	do	
Nathaniel Riley	do	
John Batt	do	deserted
Roger Dyer	Seaman	
Joseph Miller	do	
Anthony Wolf	do	

Saml. Mackintosh	Seaman	deserted
John Drisco	do	do
John Slattery	do	do
Jonas Park	Marine	do
Levy Park	do	
Pirum Ripley	do	
Jos. Starkweather	do	deserted
Giles Tracy	do	
James Starkweather	do	
Amasa Waterman (negro)	do	
Chauncey Smith	Seaman, died July 1, 1778, Boston	
Hezekiah Goff	Marine	
John Rogers Junr	do	
Stephen Ward Junr	do	
Philemon Roberts	do	
Charles Plumb	do	deserted
Stephen Ward	do	
Benj. Gardiner	Steward's mate	
Moses Butler	Marine	
Tombo Dea	do	
Daniel Lee	do	deserted
Daniel Starr	do	deserted
John Lamb	do	
John Blaisdell	Seaman	deserted
Thos. Ridgeway	do	
Benj. Woodruff	Master at Arms	
Wilson Rowlandson	Marine	
Edmond Dorr	do	
Wm Bunce	Seaman	
Ebenezer Talcott	Marine	
Michael Dwyer	Seaman	deserted
George Rooney	do	
Samuel Johnson	Marine	killed
John Baker	do	
Elkenah Elmes	Seaman	deserted
Peter Gilbert	do	deserted
Benjamin Shelten	Marine	
Nathaniel Oliver	do	
John Hedge	Seaman	

Benj. Wyatt	Seaman	deserted
Thos. Mathews	do	deserted
Jotham Gardner	do	deserted
Joseph Hovey	do	
Samuel Chace	Marine	
Boston Swain	Seaman	
Samuel Coombs	do	deserted
James Mathews	do	
Thomas Brimblecom	do	
Enoch Crowell	do	
Samuel Adams	Quartermaster	deserted
Simeon Post	Marine	
Abraham Low	do	deserted
Wm. Jones	Seaman	
Samuel Williams	Marine	
Stephen Payne	do	
Wm. Waterman	do	
Wm. Swan	Seaman	
John Setchel	do	
John Parsons	Seaman	
Wm. Henry Wattles		
Thos. Goodman	do	deserted
Thos. Revers	do	
Chandler Wattles	Marine	
Jabez Palmer	do	deserted
Eliphalet House Jr.	do	
Asa Lyman	do	
Joseph Allen	do	
Jesse Loomis	do	
Darius Waterman	do	
Gerard Allen	do	
Timothy Woodwin	do	
Neal Lathrop (negro)	do	
Ezekiel Fitch Junr.	do	
Abijah Hutchinson	do	
Walter Hunt	do	
Gladding Waterman	do	
John Blies	do	
Josiah Woodworth	do	

John Coatney	Marine	
Samuel Wattles	Corporal	
John Brichel	Marine	
Joshua Boynton	do	
Benoni Dick	do	
Richard Hendrick (negro)	do	
Peter Malbone	Seaman	
Cato Tyng (negro)	Marine	
Francis Jarvis	Seaman	deserted
Basaleel Beebe	Armorer	
Benj. Jones, Jr.		
Dominique Tawzin	Surgeon	
Wm. Byrnes	Seaman	
Hugh McManus	Landsman	
Thos. Williams	Seaman	deserted
John Wood	do	deserted
John Kelley	do	deserted
Wm. Lamb	Volunteer	
George Lamb	do	
Daniel Malcolm	do	
Isaac Frisbie	Coxswain	
George Jacobson	Doctor's mate	
Amos Harding	Seaman	
Alexander McLain	Boatswain's mate	
John Coatney	Seaman	(entered Charleston)
Solomon Siles	do	deserted
Wm. Petty	do	
Wm. Davis	do	deserted
Wm. Raymond	do	
Israel Smith	do	
Peter Parker	5th Midshipman	
John Knowles	4th do	
John H. Green	Midshipman	deserted
Charles Howard	seaman	
Thos. Smith	Marine	(shipt in Charleston)
Seth Higgins	Seaman	
Richard Nowlan	do	
Joseph Tee	do	deserted

James Risley	Seaman		
Israel Dyer	do		
Timothy Woodbridge	Midshipman		
Daniel Hilliard	Gunner's yeoman		
James Hanscom	Seaman	deserted	
Philemon Roberts	Landsman (was in the "brig")		
John Whittlesey	do	do	do
James Starkweather	do	do	do
Joseph Starkweather	do	do	do
Josiah Woodworth	do	do	do
Daniel Rockwell	do	do	do

Hartford, Sep. 25, 1778. Personally appeared Timothy Parker Esq^r Commander of the Ship *Oliver Cromwell* and made oath that according to his best knowledge & belief the Pay Abstract by him Exhibited & subscribed of the Officers & Men belonging to ship is justly and truly made out.

Sworn before James Church
one Com^{tee} P. Table.

Pay List for the Ship *Oliver Cromwell*, Timothy Parker, Commander, from September 1778 to August 1779.

Timothy Parker	Captain	
John Chapman	First Lieut.	
Zebadiah Smith	2d Lieut.	
Andrew Morris	3d Lieut.	
Curtis Reed	Sailing Master	
Jabez Perkins 3d	Captain Marines	
Peter Lingdyon	Gunner	
John Craig	Boatswain	
John Smith	Carpenter	
Dominique Tawzin	Surgeon	
Samuel Stowe	First Mate	
Wm. Palmer	2d Mate	died
John Knowles	3d Mate	killed

Wm. Howard	Midshipman	
Nathaniel Stanton	do	
John Smith	do	
Gideon Chapman	do	
Joshua Palmer	do	
Joseph Champlin	do	
Robert Niles Jr.	Captain's Clerk	
Jeremiah Chapman	Steward	
John Hunt	Cooper	
Jonathan Setchel	Sailmaker	
Joseph King	Boatswain's mate	
Nathan Burch	Gunner's mate	
John Leseur	Cook	
Jesse Lester	Coxswain	
Abel Woodworth	Sergt. Marines	
Norman Morrison	do do	
Abraham Acker	Carpenter's mate	
Jasper Smith	Armourer	
Timothy Lynch	Seaman	
George George	do	
Walter Bottom	Steward's mate	
Charles Millenor	Landsman	
John Setchel	Seaman	
Wm. Waterman	Landsman	
Paul Bunn	Seaman	deserted
Henry Callaway	Seaman	
Solomon Dunham	Landsman	deserted
Saml. Thrasher	do	deserted
Daniel Butler	do	deserted
Allen Bidwell	do	deserted
Levy Mallery	Seaman	
Edmond Morris	do	
Valentine Rockester	do	deserted
Daniel Robbins	Landsman	
Asa Bellows	do	
Ebenezer Allen	do	
Calvin Davison	Seaman	
James Ash	Landsman	
Alexander Young	Quartermaster	deserted

John Webb	Seaman	
Ephraim Dunham	Landsman	
Robert Field	Seaman	
A. Francis	do	deserted
Cull Cobus	do	
Joseph Cutler	Master at Arms	deserted
Joseph Keeney	Corporal Marines	
Frederick Andrus	Seaman	
Wm. Tyack	do	
Alexander Lowry	do	deserted
Peleg Sanford	do	deserted
Thomas Scott	Quartermaster	
Hezekiah Meech	Landsman	
Israel Durfee	do	
Christopher Brown	do	
Abijah Fisk	Seaman	
Philip Covell	Landsman	
Michael Knox	Seaman	deserted
Benjamin Uncas	Seaman	
Joseph Squib	Landsman	
Abimlech Uncas	do	
James Bottom 3d	do	
Joseph Walker	Seaman	deserted
Martin Ford	Landsman	deserted
Jonathan French Jr.	do	
Eliphalet Coburn	do	
Jabez Kingsley	do	deserted
John Cary	do	
Jonathan Hill	do	
Benjamin Sheldon	do	
Benoni Dick	Seaman	
Philip Cluish	Landsman	
Charles Freeman	do	deserted
James French	Seaman	
Jeremiah Bailey	do	
John Baldwin	do	
Samuel Ovit	do	
Jonah Wells	do	

Wm. Buggee	Landsman	deserted
Jonah Malbone	do	
Richmond Crandall	do	
James Burnham	Seaman	
Jacob Forbes	do	
Charles White	Boatswain's mate	
Willet Carpenter	Landsman	
John Richards	Seaman	died
Zebulon Cooper	Landsman	
Crittenden Ward	Seaman	
Benjamin Fuller	Landsman	
Wm. Satterlee	Seaman	
Thomas Stanton	Quartermaster	killed
Daniel Stanton 2d	Landsman	
Daniel Stanton 3d	do	
Chas. Cheeseborough	Quartermaster	died
Wm. Billings	Landsman	
Daniel Curtis	Seaman	
Isaac Frisbie	do	
John Wellman	Landsman	
Ebenezer Robinson	Surgeon's mate	
Wm. Malone	Quartermaster	
Benj. Dickerson	Landsman	
Abner Beebe	Seaman	
Michael Ewen	Quartermaster	killed
Simon Pendleton	Landsman	
Jedediah Morton	Seaman	deserted
Edward Barrett	do	
John Moon	do	
Jabez Luce	Landsman	
Wm. Aborn	Quarter Gunner	deserted
Frederick Niles	Seaman	
Simeon Starkweather	Landsman	
Rufus Gardner	Landsman	
Retrieve Moore	Seaman	
Eliphalet Covell	do	
Michael Holland	do	
Joseph Curtis	Landsman	

John Walton	Seaman	
Thos. Larkum	do	
Norman Bunce	do	
Daniel Clark	do	deserted
Wm. Young	Landsman	deserted
Conklin Shadin	do	
Wm. Otis	do	
Pharoh Sharper	do	
Thomas Spriggs	do	deserted
Isaac Hurd	do	
Guardin Wyyaung	Seaman	
Daniel Winfield	do	deserted
Simon Ray Ward	Midshipman	
Ebenezer Colfax	do	
John Chatfield	Pilot	
Thos. Hancock	Seaman	
Guy Palms	do	died
James Jeffrey	Landsman	
Thos. Bolles 3d	do	
Wm. Fuller	do	
Bristow Palmer	do	deserted
Clement Miner	do	

Dr. Dominique Tawzin was taken Prisoner and put on board prison ship at New York.

(List of marines missing from this Pay Roll.)

GUILFORD, Sloop.

Up to February 22, 1779 this vessel was a British sloop of 60 tons burthen, mounting 8 carriage guns, and was commanded by Captain Samuel Rogers. She was then known as the *Mars*. On the 6th of February, 1779, this British sloop *Mars* fell in with and captured the American sloop *Lucy*, commanded by Capt. Giles Sage of Middleton, and sent her into New York for condemnation by His Majesty's Admiralty Court. Captain Sage and his crew were taken as prisoners aboard the *Mars*. On the 21st of February, 1779, however, these prisoners by force succeeded in capturing the vessel, obtaining control of her and putting her on the beach at Guilford, as is shown by the following:

"To the Honourable James Wadsworth Esq^r Judge of the County Court in and for the County of New Haven and the rest of the Judges and Justices of said Court, who are especially authorized, impowered, constituted and appointed to try, judge and determine by jury or otherwise, as in other cases concerning all Captures that have or shall be taken and brought into said County, John Turner and Frederick Herman both of Pownalborough in the County of Lincoln, and Jasper Duncan and Elisha Reeves, both of Boston in the County of Suffolk, all in the State of Massachusetts Bay, and Graves Hosmer of Middletown in the State of Connecticut, all Mariners, hereby libel, shew and declare—

"That your libellants on the 21st day of February instant, your libellants being then held as prisoners of war & otherwise on board a certain armed sloop or vessel called the *Mars*, mounting eight Carriage Guns & of the burthen of about Sixty tons, Samuel Rogers commander, the same vessel and her cargo being then the property of sundry persons Subjects of the King of Great Britain, did capture and take the said armed sloop called the *Mars* with all her tackel, apparel, boats, furniture, guns, arms & cargo on the high seas in the Sound between this State and Long Island, & the same vessel and her cargo and other things above specified did bring into the port of Guilford in the County of New Haven where she arrived on the 22nd day of February instant, whereupon your Libellants humbly claim said armed vessel with her cargo, Guns &c. as their lawful prize by force of said capture and the Resolves of the Honourable Continental Congress, and humbly pray that a Court for the Trial of the Justice of said Capture may be held and that the usual monitions & processes may issue & that said vessel & other the premises may be adjudged & condemned as lawful prize to the Libellants, and they as in duty bound shall ever pray &c.

Dated in Middletown the 26th Day of February Anno Dom. 1779.

(Signed) John Turner
 Frederick Herman
 Jasper Duncan
 Graves Hosmer
 Elisha Reeves

Durham in New Haven County, March 1st, A. D. 1779.

The foregoing Libel is approved & Monitions for Trial ordered to go forth. The Court for the Trial of the Justice of said capture to be holden at New Haven in New Haven County at the State House on the 8th day of April next at 2 o'clock afternoon.

James Wadsworth
Judge of the County Court.

The following claims were presented for consideration of the Jury at the Court held April 8, 1779:—

John Turner & Co.	}	And James Hillhouse one of the Proc- tors of said Court in behalf of Capt.
<i>vs.</i> Armed Sloop <i>Mars</i>		

Darius Collins of Guilford in the County of New Haven and his Company consisting of Nine men, comes into Court and claims said Armed Sloop *Mars* mounting eight carriage guns & Cargo & gives this Court to understand that on the 22d Day of February last past He the said Collins & his said Company being duly commissioned & stationed at said Guilford for the defence of said town of Guilford, Did on the 22d day of February fall in with the said armed sloop *Mars* near said Guilford on the High Seas, and take, capture & make Prize of the said armed sloop *Mars*, her tackle, boats, Furniture, Guns, Arms and Cargo, and afterwards the same brought into the Port of Guilford; and they the said Collins & Co. claim the said armed sloop *Mars* and her Tackle, Apparel, Boats, Furniture, Guns, Arms & Cargo, as lawful Prize and pray that the same may be condemned accordingly, for the sole use of said Collins and his company.

James Hillhouse, for sd. Collins & company.

Elisha Reeves &c.	}	New Haven. Adj ^d Maritime Court, Apr. 4, 1779. And now Giles Sage
<i>vs.</i> Sloop <i>Mars</i>		

late Master of the sloop *Lucy* captured by the sloop *Mars*, claims one Tierce of Rum, one Barrel of Sugar, and one barrel

of Coffee to be restored to him as his property because he says all the aforesaid articles were on board the sloop *Mars* when said sloop was run ashore at Guilford aforesaid, and were his sole property on board the said *Lucy* which said sloop *Lucy* on the sixth day of February last past, was captured by said sloop *Mars* together with said sugar, rum and coffee, and he saith that said rum, sugar & coffee never were legally condemned after they were captured as aforesaid by said sloop *Mars*. And this he is ready to verify.

Giles Sage.

And Solomon Leet and Associates, by James Hillhouse, one of the Proctors of said Court, claims two of the carriage guns mentioned in said Libel and prays that the same may be condemned for their sole use and not for the use of the Libellants because they say that said two guns were purposely thrown overboard by said Captain Rogers and abandoned before they came on shore which were afterwards waid out of the sea by the claimants and brought into said Guilford, & that he is ready to verify & judge.

James Hillhouse for s^d Leet & company.

N. B. Apr. 4, Tuesday, 1779. N. H. adjⁿ Ct.

Agreed by all the Attorneys in the Cause that in case of an appeal to Congress the Depositions may be taken before his Honour the Judge.

John Landon & Co.	}	David Landon & Co.
vs.		And now Pierpont Edwards, one of the
Sloop <i>Mars</i>	}	Proctors of said Court, claims said

sloop *Mars*, her tackle, apparel, furniture, guns, arms, ammunition & stores and prays that the same may not be condemned for the use of the libellants but for the use of the claimants because they saw that said sloop &c. by stress of weather on or about the 21st Day of February A. D. 1779 was driven on the Rocks of the sea coast of the town of Guilford in this State, and so being driven on said coast the claimants did go on board of said sloop, take possession thereof and said sloop



THE BRITISH ROYAL ARMS
From an old Cartouch Box

&c. take and bring into Guilford in said State and this they are ready to verify & judge.

Edwards, Proctor for Claimants.

And as to two cables and anchors, part of the apparel of said Sloop the said Landon & Co. claims the same and prays that they may be condemned for their sole use and not for the use of the libellants because they say that said cables and anchor were purposely thrown into the sea by said Rogers before said sloop was driven on said sea coast, and the claimant weighed them out of the sea and brought them into said Guilford and this they are ready to verify & judge.

Edwards, Proctor for Claimants.

John Turner & Co.	}	And now David Landon & Co. by Pier-
vs.		pont Edwards, one of the Proctors of
Sloop <i>Mars</i>		the Court, after verdict of the Jury,

moves in Arrest of Judgement and prays that same may be set aside.

1. Because the Jury on the finding of the faith in the claim alleged, have distributed the said prize in a manner unsupported by any hand and without any warrant for that purpose.
2. Because on the finding of the Jury the Prize ought to have been distributed in a different manner.
3. Because one of the Jury, vizt. Mr. Jacob Thompson, whose wife is a Cousin to Giles Sage's wife who is interested in this Suit after the Cause was committed to the Jury and before the verdict of the Jury was accepted, did converse with said Sage respecting the cause then committed to their consideration, and all this they are ready to verify & judge &c.

Edwards, Proctor.

(Motion in arrest unpassed.)

VERDICT.

In this case the Jury finds that the Evidence adduced is sufficient to support the facts alledged in the *Libel*, and that

the Evidence of Cap^t Darius Collins claim is sufficient to support s^d Collins claim & that the Evidence of the claim of the State is insufficient to support s^d claim, & that the evidence of Capt. Landon's claim to the cable and anchor is sufficient to support s^d claim, and his claim to the vessel & Cargo is sufficient to support the claim, and that the evidence of Capt. Sage's claim is sufficient to support s^d claim, and that he has Restored to him 1 Tierce of Rum, 1 Bar^l Sugar, 1 Barr^l Coffee, and that the evidence of Mr. Solomon Leet's claim is sufficient to support s^d claim, and that the Whole of s^d Vessel called the *Mars* with her guns, Boats, Tackle, apparill, furniture, arms, cargo, cabils and ancors, &c be condemned for the sole use of the Libellants and claimants to be Divided as follows.—To Cap^t Landon & company the cabils & ancors. To Mr. Solomon Leet the two guns he claimed, the one half of the Remainder to the Libellants, three quarters of the other half to Captain Darius Collins & his Company, the other quarter to Capt. Landon & his Company.

returned on the 3d consideration and recorded.

Judgement rendered accordingly

April 4, 1779.

Judgm^t

From the *Connecticut Courant* of March 2, 1779, No. 736.

"New Haven, February 24. A privateer sloop of 8 carriage guns and 22 men, belonging to the enemy, bound from Newport to New York, was last Sunday night driven ashore at Guilford by the wind. The crew are secured and the vessel is like to be got off."

While it appears that the foregoing verdict concerning the various claims presented after the vessel had been beached, was rendered April 4, 1779, it also appears by reference to the proceedings of the Council of Safety, that the first business to be considered by the Governor and his Council at their meeting in Lebanon on March 5, 1779 (a whole month before this verdict had been rendered and only eleven days after the *Mars* was run ashore) was to resolve "that Col. Abraham Dav-enport (one of the Council) be desired to return home by way

of the town of Guilford and to take to his assistance Brigadier General Andrew Ward, and they are authorized and empowered a committee to inquire into the state and condition of the armed sloop of war belonging to the enemy cast on the shore of said town, the claims made upon her by any person or persons for bringing her into that condition for salvage or otherwise, and to settle with all persons concerned for their claims in a reasonable manner, and to order the said sloop to be fitted up forthwith for an armed vessel for the use of this State, and if need be to have her apprised with all her appurtenances, and to direct the State's Attorney (Charles Chauncey Esq) with respect to the right of the State to said sloop and appurtenances, as the principal part of sloop will belong to this State. And when the committee have properly conferred on this subject, Brigadier General Ward is authorized and directed to pursue and carry on the same accordingly."

Voted, "That Captain William Nott is appointed to the command of the sloop that was cast on shore at Guilford, to cruise in the Sound; she being taken by this State, and is now called the *Guilford*." And on April 15, 1779, at the meeting of the Council in Hartford, General Ward was voted £500 to purchase from the claimants this sloop, including the two cannons and anchors taken by Solomon Leet, all of which indicates that any sovereign rights the State may have had at the time were submissive to the jury verdict and judgment of the New Haven Maritime Court in these premises.

Having purchased the *Mars* and renamed her *Guilford*, the General Assembly at the May session of 1779, made provision for the enlistment and pay of the crew, and the Council voted Capt. Nott £300 for wages and expenses, and ordered him to proceed with the *Guilford* to Stamford for provisions, and then to New London to fit out for a cruise in the Sound against the enemy, for which purpose £600 was voted by Council, May 25th, and on May 27th £7,100 was awarded the owners of the *Mars* (*Guilford*), payable through General Ward, with discretion. And at the June 1st meeting of the Council, Nathaniel Shaw, the State Marine Agent at New London, was ordered to supply all things needed to properly fit the vessel for action and to exchange her guns.

Having been completely fitted out, Captain Nott proceeded on a cruise to the westward, but had tendered his resignation to Governor Trumbull before sailing. This, however, had not been accepted as a successor had not yet been determined upon, and it was July 2, 1779, before Captain Nott was released and Capt. David Hawley of Stratford took command, as evidenced by the following letter to Governor Trumbull from Captain Nott:

Milford, July 2, 1779.

Honoured & Worthy Sir:

I take this time to acquaint your Excellency of my Proceedings since I left your Honour. I immediately repaired on board the Sloop *Guilford* and then Proceeded on a Cruise to the Westward as far as Black Rock and there I Received a Letter from Col Davenport that acquainted me that your Honour and Counsell had accepted of my Resignation and had appointed Captⁿ David Hawley in my Room and upon that I Returned immediately to New Haven where Captⁿ Hawley desired me to Deliver her and on Wednesday the 30 Day of June I gave him the Command according to Col Davenport's Letter and have Taken his Rect^t for the Sloop, Stores, &c. I now would beg an answer to this Letter from your Honour to Inform me whether I must Settle with my men that Served under me During the time I had the Command or whether they must Look to Captⁿ Hawley for their wages. I would Inform your Excellency that on Sunday Last in my Return from Black Rock I saw a fleet off Milford consisting of 49 sail Ships Brigs and other small vessells the wind being Right ahead could not get so Nigh them as to Discover what force they were of. They were standing to the Westward. I have nothing farther to offer at Present but Remain Your Excellency's Most

Obt Humble Servt

William Nott, Capt.

Hon^{bl} Jonathan Trumbull.

The life of the restored State Sloop *Guilford*, however, was of but short duration, for she was captured by the British in New Haven harbor, July 11, 1779, when Captain Hawley had been in command but eleven days. There was a Court of Enquiry on the case, Sept. 3d, according to notation on the pay roll. There were no captures made or observed during her short life in the service of the State, and Captain Hawley continued his seafaring life in the West India trade until his death in 1807. He was born in 1741, and married Nov. 1, 1768,



CAPTAIN DAVID HAWLEY
Of Stratford, Connecticut
Commander of "Royal Savage," "Schuyler"
"Guilford," "Seaflower," and others
From a miniature

Sarah, daughter of Ephraim Hawley and Sarah Watkins of Bridgeport. She died Feb. 8, 1781. Captain Hawley's house formerly stood at the corner of the present Water and Wall streets, in that city.

Capt. William Nott had been a successful privateersman earlier in the war, in command of the Letter of Marque *Broom*, which see. Later in the war he was in command of whale-boats in the Sound preventing and harrassing the enemy in their persistent efforts at illicit trade from Long Island.

Capt. David Hawley of Stratford early in the war sailed for the West Indies for a cargo of gunpowder, which, upon his return, was divided between the towns of Stratford and Fairfield, a part of it being stored in Nichols's tavern on the old county road near what is now Bridgeport. In March, 1776, he sailed again from Stratford in command of a privateer sloop, duly commissioned by Governor Trumbull, but was captured when only 14 days out by the British ship *Bellona*. Large inducements were offered him by his captors to change his allegiance and act as a pilot to the British fleet, but these were firmly declined. He was taken to Halifax, but after a captivity of only two weeks, made his escape with eight companions in a small boat and found his way back home. In August, 1776, he was commanded by the Legislature to raise a naval detachment for service upon Lake Champlain, and a few months later he took part in the disastrous action upon that lake between the British and American flotillas. After this Long Island Sound was his cruising ground, and besides capturing the notorious Tory, Judge Jones, on Long Island, we find him in May, 1777, and again in August, 1777, bringing a number of prizes into Black Rock harbor in Fairfield.

The following item appears in the *Connecticut Gazette*, dated May 20, 1776: "Capt. David Hawley, who came to Hartford last Saturday from Halifax, where he had been prisoner and where he left on April 14, 1776, was captured with his sloop by the British armed schooner *Bellona* on March 17, 1776, when he sailed out of Stratford. He was plundered and damned, together with his crew and his country. They were all taken and put on board the *Bellona*. About 10 o'clock at night they joined the *Rose*, *Glasgow* and *Swan*, men of war, and went on board the *Rose*. The next day they sailed into

Newport, when he obtained liberty to go on board his sloop to get his clothes, where he found his chest plundered. He and his crew were prisoners in the *Glasgow* and were taken to Halifax, April 10, 1776. Captain Hawley, with eight others, made his escape in a small boat and came to Old York."

According to the same newspaper, dated June 6, 1777, we find that he took a sloop with Tories off Fairfield the previous week, commanded by Daniel Rice; also three other vessels, and carried them into Black Rock.

Captain Hawley, in 1779, was appointed to the command of the State sloop of war *Guilford*, replacing Capt. Wm. Nott of that vessel June 30, and was captured July 11, 1779, at New Haven.

Captain Hawley also had command of the sloop *Schuyler*, in May, 1777, and was cruising in Long Island Sound in June of that year.

State of Connecticut

By the Governor

To William Nott of Milford, Esq^r

You being employed to undertake the command of an armed Sloop, to cruise in the Sound for the defence of the Sea Coasts of this State,

You are hereby ordered to make inquiry after a suitable sloop for the purpose, to purchase one at a reasonable rate—two are wanted, you will inquire accordingly and make report to me with convenient speed.

Tho^s Mumford Esq^r—Cap^t William Hubbard are said each to have Sloops suitable. You will apply to them. The schooner *Spy*'s guns are in the care of Jabez Perkins of Norwich Esq^r. To him you will apply for them when needed.

You inform of a Sloop at Guilford or Branford driven on shore in a late storm that belonged to the enemy. You will enquire concerning her and if you think prudent, you will repair to the place where she lies and see whether suitable & may be had. The assistance of any person of whom you purchase is desired to forward you in the affair.

Apply to Nathn^l Shaw Esq^r Marine Agent for advice and assistance.

Given at Lebanon 27th Feby 1779.

Jonth Trumbull.

By the Commander in Chief.

To William Nott Esq^r Commander of the armed Sloop *Guilford*.

You will proceed with the armed sloop *Guilford* to Stamford and there receive on board & bring to New London such provisions as Colo. Fitch shall direct and take from thence what shall be necessary for a cruise, then proceed to New London & receive from Capt. Nath^l Shaw two cannon & cable and such small rigging as shall be necessary for the sloop *Guilford*. You will then proceed on a cruise in the Sound between Long Island and the main to take, destroy &c the Enemy's cruizers Ships & vessels &c that may be found in the Sound and to guard & defend the shores and coasts of this State against the Attacks and Depredations of the enemy to the utmost of your Power as a Brave & vigilant officer, and not to depart out of the Sound unless circumstances will admit of it and then by special leave of the Commander in chief, and you are to make Report from Time to Time of your Proceedings, Situations & Discoveries to the Commander in chief.

Given under my Hand in Hartford the 15th
Day of May Anno Domini 1779.

Jonth Trumbull

State of Connecticut

By the Governor

To Samuel Bishop Jun^r of New Haven Esq^r

David Hawley Esq^r late Commander of the sloop of war belonging to this State called the *Guilford* lying in the Harbour of New Haven when the British Enemy came into that Port & plundered said town—and informs concerning the Situation and Circumstances of said Sloop. The manner in which she was delivered up by Cap^t Nott and received by Cap^t Hawley—

the men deserting the sloop. How the latter got her manned again—The circumstances in which the enemy took her—the anchor and cable—sails—ammunition and stores—which were saved from the sloop. It appears necessary that a proper Enquiry be made into the conduct and behavior of Cap^t Nott and his Crew—and also after the circumstances of her falling into the hands of the enemy. Whether there is any Blame or malconduct in any one—and that proper care be taken of such articles that were saved out of her for the Benefit of the State and Direct concerning the payment of the Officers and Crew, both under Capt. Nott & Cap^t Hawley. You are therefore desired to call to your assistance such other authority as you see fit and hold a Court of Inquiry, to call before you all parties concerned and evidences to examine into the above matters and things, to find, do, and report thereon, and direct safe keeping of the articles found and saved, That as to Law appertains and Justice may be done.

Given under my Hand at Lebanon
the 16th Day of August, 1779.

Jonathan Trumbull.

To Captain David Hawley—Greeting.

Sir—You are hereby notified to appear at the State House in New Haven on Tuesday next at 9 of the Clock in the forenoon before the within mentioned Court of Enquiry, to make answer to such matters and things as is contained in the within mentioned order from the Gov^r.

New Haven, August 18, 1779.

Samuel Bishop Jr. Just. Peace.

Report of Court of Enquiry

Capt. David Hawley

Conn. Sloop *Guilford*

Gentlemen

We the Subscribers being directed by his Excellency the Governor to hold a Court of Enquiry with regard to the loss

of the Sloop *Guilford* commanded by Capt David Hawley &c. and also to examine the Pay Roll and see what is Due to said Hawley & His Crew, we have made out the Pay Roll herewith exhibited and have set to each man what we judge justly due, excepting to Capt Hawley. He claims pay to the time of Enquiry by said Court which was the 3d day of Sept. instant, informs us he hath been hindered about the business the whole of his time. Further says Capt. Smedley drew pay till the Court of Enquiry was held about the Loss of the *Defence* and that that has been the practice to allow the captains pay till the Enquiry was over. As we are not so fully acquainted with the practice, and as you know the rule how you have paid others under similar circumstances, Judged it best to leave the sum due to Capt. Hawley for you to carry out, not doubting but you will do him justice and proceed according to your known & fixed rules.

Captain Hawley being acquitted without the least blame or misconduct.

We are your very Humble Serv^{ts}

Sam^l Bishop Jr

Dan^l Lyman

David Austin

New Haven

Sep 13, 1779.

Committee Pay table

Dr. State of Connecticut to William Nott, Comdr of Cr.
Sloop *Guilford*

1779

Sept.	To amt of wages himself & } crew of Sloop Guilford } ⌘ bill No. 1 }	£1329.12. 5
	To amt. of Disbursements } ⌘ bill No. 2 }	336.12. 8
		<hr/> £1666. 5. 1
	To commissions 1½P.c.	24.19.11
		<hr/> 1691. 5. 0

By an Order on Treasurer	}	300. 0. 0
dated June 2 ^d 1779		
By an Order on ditto	}	1391. 5. 0
the 8 th Sept 79 in full		
		<hr/>
		£1691. 5. 0

Pay Table Office Sep. 8, 1779

Errors Excepted

§ William Nott Cap^t

Pay Table Office, Sep^t 8, 1779. Personally appear^d Cap^t William Nott & made oath that the Severall charges Contain^d on this Sheet for Wages & Disbursements of the State Sloop called the *Guilford*, lately commanded by him, is justly & truly charged according to the best of his knowledge & belief.

Before John Chenevard Com^{tee} Pay Table.

Capt. David Hawley's bill of expenses on file shows that he received £402-4-2 for himself and men while in service. Dr. Wm. Fitch, Surgeon of the *Guilford*, received for medicines and services £189-9-6, and James Cogswell £22-17-6 for supplies. Nathaniel Shaw received £296-5-6 for naval stores in New London.

Guilford

Armed Sloop

belonging to the State of Connecticut

For the year 1779.

A pay abstract of Captain William Nott's men.

Names	Time	Time	
	Rec. from	Rec. up to	
Capt. Willm. Nott	Feb. 25	June 29	
Lt. Wm. McQueen	Apr. 15	do	
Lt. Danl. Mallery	Mar. 21	do	
Sailing Master, Dan Miles	do	do	
Doctor, Wm. Fitch	Apr. 25	do	

Mate, Wm. Coggeshall	Mar. 24	do	
Clark, John DeWitt	Mar. 17	do	
Gunner, Timothy Andrews	Apr. 15	do	deserted
Pilot, Wm. Stuart	May 10	do	
P. Master, Simeon Linley	do	do	
Armourer, Bela Stone	Mar. 20	do	
Harry Taylor, Boatsn.	May 26	do	
David Raymond, Cook	do	do	deserted
David Morris	Mar. 26	do	
David Baldwin	do	do	
Job Clarke	Apr. 4	do	
Saml. Burrell	May 10	do	
Peter Pond	May 21	do	
Wm. Wolcott	May 15	do	deserted
John Hall	May 17	do	
Willm. Hall	May 15	do	deserted
Archer Moulthrop	June 3	do	deserted
Jacob Moulthrop	do	do	
Levy Mallery	May 10	do	deserted
John Barns	June 17	do	
Joseph Wheaton	May 19	do	deserted
James Goodrige	May 19	do	
Peter Gabriel	Mar. 5	do	
Thomas Van Dosen	do	do	
Peter Sisco		do	
Peter Nostrand		do	
Stephen Rowe		do	

Guilford

CAPT. HAWLEY'S MEN.

A Pay Roll of Capt. David Hawley's Company of Seamen
On board the Sloop *Guilford* belonging to State of Connecticut.

Officers & Men's Names		When Entered	When Discharged
David Hawley	Capt	June 18	July 8
and from the 16 Aug. to 3 Sep—Court of Enquiry ended			
Wm. McQueen	1 Lieut	June 29	July 11
Danl. Mallery	2 Lieut	" "	" "

Nathan Jackson	Lieut Marines	June 21	July 11
Danl. Miles	Sailing Master	"	"
John Dewett	Clerk	"	"
Simeon Liusly	Prize Master	"	"
Wm. Steward	do	22	"
Wm. Coggsweil	Mate	25	"
Danl. Jackson	Pilot	22	" 6
John Hawley	Gunner	29	"
John Ritch	Carpenter	29	"
Henry Taylor	Boatswain	29	11
Seth Barker	Serj. Marines	25	6
Nathl. Jennings	do	"	"
Reuben Bostwick	Steward	"	"
Jonathan Seymour	G. Mate	"	"
John Hall	Boatswain's Mate	29	"
Benj. Morrell	Carpenter's Mate	25	"
Saml. Siseall	Cook	"	"
Jeffrey Burr	Seaman	"	"
Peter Finch	do	"	"
Bela Stone	Armourer	29	11
John Meakor	Seaman	25	6
Zebulon Wescott	"	"	"
Thomas Darrow	"	"	"
Richard Provost	"	"	"
John R. Lockwood	"	"	"
Alvin Huatt	"	"	"
Wm. Jarvis	"	"	"
John Duncomb	"	"	"
Wakeman Burritt	"	"	"
David Lacy	"	"	"
Abijah Gilbert	"	"	"
Abner Hendicks	"	"	"
Peter Pond	Marine	"	"
Billy Finch	"	"	"
Wm. Halburton	"	"	"
Peter Rose	"	"	"
John Bostwick	"	"	"
John Barns	"	29	11

SCHUYLER, Sloop.

This vessel, from all accounts available, was owned by the State. Her Captain was David Hawley of Stratford, commissioned by Governor Trumbull, April 3, 1777, according to Maritime Court papers discovered in Fairfield County. The *Schuyler* mounted 6 carriage guns and was navigated by a crew of 40 men. The crew list, however, is not available, due no doubt to its being taken when the vessel was captured by the British.

On May 28, 1777, while on cruise in the Sound, Captain Hawley fell in with the British sloop *Princess Mary*, 50 tons burthen, Isaac Whipps late master, and captured her. The prize was bound to New York City with a cargo for the British garrison. Libeled at Fairfield and favorable decree granted captors. In the same month, it is noted from records, she took another enemy vessel in the Sound, capturing a noted Tory, who was ordered to give his parole.

On June 4, 1777, she took the British sloop *Sally*, Joseph Bunce late master, a 40 ton vessel, bound to Huntington, L. I.

On June 30th, 1777, orders were sent to Nathaniel Shaw at New London, by the Council of Safety, to send the *Schuyler* on another cruise down the Sound, off New Haven harbor and to the westward.

On this cruise, according to Fairfield County records, she captured July 31, 1777, the British sloop *Ann*, Ezekiel Bishop late master, bound to Mamaroneck, New York, with provisions. A "Mr. Johnson" of the *Schuyler*, was prize master.

On the same day she also captured the British sloop *Peggy*, Charles Thomas late master, with a cargo of fuel for the British army. Captain Thomas' papers, including his oath of allegiance to King George III, are on file with the libel and decree favoring captors.

On this same cruise she also captured the sloops *Fanny* and *Liberty*.

The British sloop *Dolphin* (sometimes called the *Polly*), Thomas Rogers late master, bound to Flushing, L. I., is also credited to the *Schuyler*. Lieut. John Jones, who lived in Milford, brought the prize into Norwalk for libel proceedings. The *Dolphin* was owned by John Williams of Oyster Bay.

Total, 8 prizes.

The next mention of the *Schuyler* appears in a letter from Nathaniel Shaw Jr. to Gov. Trumbull, dated Nov. 24, 1777, viz.:

New London, Nov. 24, 1777.

Sir: The Schooner *Spy* and Sloop *Schuyler* sail tomorrow agreeable to General Putnam's directions, and hope they will arrive safe. I have just returned from Bedford where I have had a severe fit of sickness, but through Divine Goodness, have recovered so as to be able to do business. When I was at Bedford I borrowed some provisions and want to replace them. I should be glad to have a Permit to send 100 barrels of beef. It was put up last year and in short I know not what to do with it as it is spoiling. We have no news here, only a schooner laden with rice from South Carolina, belonging to Boston came in this day in 26 days. No news. They say they were chased by a 60 gun ship and a brig. I am Sir

Your Hub^l Serv^t

Nath^l Shaw Jun^r

[Answered Nov. 25, 1777. Permit granted]

Per Doctor Wolcott

The Hon^l Jonathan Trumbull, Governor
Lebanon. (per Doctor Wolcott.)

THE *Schuyler* CAPTURED.

From the correspondence of Col. Samuel Blatchley Webb it appears that a plan for General Putnam's consideration, dated April 6, 1776, was to employ the armed vessels which were to be delegated to his command, to prevent the King's ships being supplied with fresh provisions by the enemies of America; likewise being very useful to protect the vessels bound here with stores, ammunition, &c., and to distress those from Great Britain and the West Indies which were then on the way for New York. Accordingly on the 9th of December, 1777, the detached troops from Col. Webb's and Col. Ely's Regiment, and others were convoyed across the Sound to attack Setauket, L. I. The detachment left Norwalk in four transports in the

early morning of Dec. 10th. The Convoy was made up of the Sloop *Schuyler*, and Schooners *Spy* and *Mifflin*. They found themselves at dawn within two miles of what proved to be the British frigate *Falcon*, Capt. Harwood. Every effort was made to clear her, but the *Schuyler* was forced on shore, on a spit of land called the "Old Mans," and had to capitulate. There were four officers and sixty men of Col. Webb's detachment in the *Schuyler*. Among them were Colonels Webb and Ely, Captain Buckland, Lieut. Riley, Ensign Mumford, Adjutant Hopkins, and Quartermaster Starr of Webb's Battalion, and Ensign Niles and Abbott and Adjutant West of Ely's Battalion. They were all taken, with the *Schuyler*, to Newport as prisoners. Col. Webb was later paroled and returned to his home in Weathersfield waiting for exchange. The rest of the expedition was successful in the undertaking.

MIFFLIN, Schooner.

This State vessel was evidently employed at the western end of the Sound early in the war, as she was under the direction of Brig. Genl. Gold Sellick Silliman of Fairfield. On May 29, 1777, she was under command of Capt. Timothy White, for on that date the Council voted, "that the *Mifflin* under the command of Capt. White, be and the same with the officers and crew on board are hereby discharged from the service of this State, and Capt. White is directed to deliver up said schooner and all the stores on board belonging to the Continent to the agent of the Continent (John Deshon of New London) taking receipt; and what stores are on board belonging to this State are to be delivered to Genl. Silliman, or where he shall order the same." This order was evidently carried out, as on June 30, 1777, she was at New London and was ordered to cruise again down the Sound in company with the *Schuyler* (q. v.). She had been transferred to Capt. John Kerr as commander, in April, before Captain White was discharged. Captain Kerr seems to have been successful with the *Mifflin*, as the correspondence of Col. Samuel Blatchley Webb shows, when the expedition to Setauket, L. I., was made against the enemy, Dec. 9,

1777, in company with the *Spy* and *Schuyler*, as well as the record of his captures, which were as follows:

Feby 19, 1778—The British sloop *Dory*, Thomas Nye, late master, and cargo. Libeled at New London, Apr. 9th.

Also sloop *Speedwell*, James Hoit, late master.

Also sloop *Betsey*, Wm. Robbins, late master.

Also sloop *Polly & Hannah*, David Shadder, late master.

Also sloop *Katherine*, John Rutgard, late master.

Also sloop *Sea Flower*, Isaac Skidmore, late master.

Also sloop *Industry*, Josiah Buffett, late master.

and their several cargoes.

Libeled and decrees granted June 10, 1778.

No crew list appears on record thus far available.

The *Mifflin* was advertised for sale at public vendue, August 25, 1778. Captain Kerr was appointed to the Continental Navy.

OLD DEFENCE, Brig.

This vessel had been, prior to the Revolution, in the Colony service of Connecticut, and her former commander was Capt. John Prentiss. She mounted 4 guns and had a crew of 20 men, when ordered into commission for the Revolutionary War, Aug. 14, 1777, by the Governor and Council of Safety as follows: "*Resolved*, That Messrs. Daniel Sherman and Benjamin Huntington be and they are hereby desired to give bond with Captain Daniel Deshon in the sum of £1000.—that he as captain and commander of the Letter of Marque Brig called *Old Defence* belonging to this State, shall well and faithfully execute his office and trust as aforesaid, according to the orders of Congress. And the said Sherman and Huntington are to be indemnified and saved harmless by this State from all damage they may suffer on account thereof."

Before the above resolve however, it appears that Capt. Daniel Deshon, while on a voyage from New London to the West Indies, was taken by H. M. S. *Scarborough* and was being sent to Newport, when, on Thursday, March 28, 1776, in Lat. 35° 8" North, Long. 71° 44" West, she was recaptured by the

Continental privateer brig *Andrew Doria*, Capt. Nicholas Biddle, and sent back to New London. The Log of the *Andrew Doria* reads as follows: "Thursday 28th March, 1776. Moderate Breezes & Cloudy Weather. At 2 P. M. Brought ye Chase too after firing 2 Guns, she Prov^d to be a Schooner from New London Bound to Cape Francois out 6 Days who gave an account of ye Provincial Troops, taken Boston." The *Connecticut Gazette* of New London for Apr. 19, 1776, says that the *Old Defence* was taken by the *Scarborough* and headed for Newport; that Capt. Nicholas Biddle of the *Andrew Doria* retook her and sent her into New London.

When Captain Deshon made his next cruise in August, 1777, he was captured by the British again in January, 1778, and taken into Jamaica. What became of the *Old Defence* has not been disclosed. Captain Deshon eventually found his way back to New England, however, for a Boston dispatch to the *Gazette* in May, 1782, states that Capt. D. Deshon, commanding the ship *Enterprize*, arrived in Boston, May 14, 1782, from Amsterdam. No crew list available for *Old Defence*, evidently went to enemy with other ship's papers in the Jamaica Vice-Admiralty Court.

AMERICA, Brig.

This vessel was, like the *Mifflin*, evidently given over to the supervision of General Silliman for guard duty at the western end of the Sound. The only mention of her thus far found is under date of March 7, 1777, when Capt. John Nott, then at Black Rock in Fairfield, was permitted to take on board a sufficient number of men to navigate the *America* to the port of New London, and upon arriving there to dismiss said crew saving enough to work on board and to take care of the brig. No crew list given or thus far available. And this is the only record found concerning this vessel.

WHITING, Galley.

Four galleys were ordered built by the Connecticut General Assembly in 1775, each to be of 60 feet keel, 18 feet beam, and 5 feet depth of hold. The *Whiting* was built at New Haven

by William Grenough, under the supervision of Captains Isaac Sears, Michael Todd and James Rice. Her officers were Capt. John McCleave, First Lieut. Israel Bishop, Second Lieut. Ebenezer Peck, Master, William Plummatt. The *Whiting* was completed, equipped and manned in the summer of 1776, and ordered to New York for service in the Bay and Hudson River by request of General Washington, where she was in service until captured in the Hudson in the fall of 1776. Her crew evidently escaped, as appears by vote of the Council of Safety, held at New Haven, October 30, 1776, when: "Capt. McCleave and his crew lately belonging to the *Whiting* galley be dismissed as on Saturday, and they are accordingly dismissed as at that time." On Nov. 6, 1776, Captain McCleave rendered his account against the State for £428-9-5 for the wages and billeting and other expenses of his crew lately under his command. Captain McCleave and his two lieutenants afterwards became privateersmen.

CRANE, Galley.

This vessel was built at East Haddam by Job Winslow and was ready for service in July, 1776, and ordered to New London, and afterwards to New York Bay at the request of General Washington, where she was captured in October. The *Crane* was commanded by Jehiel Tinker; David Brooks was First Lieutenant; Elias Lay, Second Lieutenant; and Calvin Ely, master. Both Captains Tinker and Brooks followed privateering and were in command of Letters of Marque during the War.

New London, 18 July, 1776.

Hon^d Sir. I received yours of the 16th inst ordering me to New York. I shall be ready by Tomorrow Night if the Small Arms are ready that I am to apply to Col. Huntington for. I have applied for them but Col. Huntington was not at Home I could not get them. There is A postscript on the back of the Letter your Hon^r sent me Informing me there is a Letter at Lebanon to Gen^l Washington which I shall wait for. I have got on board three Cannon (nine pounders) of the five that were here which is all that will answer and two three pounders

out of the old fort. I should be glad if your Honor would give me an order on Cap^t Dickerson at Saybrook for part of a Hog of Rum that is there as Sider is Verry Scarce & Deer and Likely Rum will be deer at New York. From

Your most humble Serv^t

Jehiel Tinker.

To the Honb^{le} Jonathan Trumbull Esq^r.

Note:—From the *Connecticut Gazette*, March 28, 1777, it appears that Jehiel Tinker and his privateer crew were taken on their passage from West Indies to New London by the British ship *Unicorn*.

Captain Jehiel Tinker of East Haddam died in September, 1780.

SHARK, Galley.

This vessel was built at Norwich by Jonathan Lester and rigged by Jabez and Benjamin Huntington of that town. Being completed and ready for service in July, 1776, she was ordered to Stonington Harbor as a temporary guard ship, but later, accompanied the *Whiting* and *Crane* to New York Bay and North River, where she was captured by the British in February, 1777, or else set afire and abandoned to the enemy. Her officers and crew were as follows:

Theophilus Stanton, Captain
 Zadock Brewster, First Lieut.
 Amos Stanton, Second Lieut.
 Wm. Wilbour, Master
 Benj. Ellis, Surgeon
 John Fenton, Boatswain
 John Fish, Gunner
 Roger Fanning, Carpenter
 Manasseh Short, Clerk
 Nathaniel Stanton, Steward
 Edward Culver, Gunner's Mate
 Henry Burnside, Cook

Seamen:

Robert Palmer
 Asa Maynard
 Saml. Pettis
 Amos Lane
 Mathew Longwood
 James Warner
 James Corning
 Jonathan Fanning
 Wm. Palmer
 James Olin
 Thos. Nichols
 John Bond
 John Robinson
 Thos. Bellows
 Thos. Fanning
 Christopher Lewis
 John Keeping
 Nathan Fish
 Robert Davison

Dr. Benjamin Ellis was also
 Surgeon in the ———

Marines:

Silas Sterry, Sergeant
 Edward Williams, Sergt.
 James Stanton, Corp.
 Solomon Davis, Corp.
 David Fenton, Drummer
 James Calkins
 Samuel Rockwell
 David Greenslit
 Nathan Fanning
 William Fish
 Jabez Choat
 Robert Dixon
 Joshua Downe
 Ebenezer Wrath
 Thos. Woods
 John Jeffers
 John Wampee
 Elisha Holdridge
 Abel Chapman
 Isaac Stanton
 Darius Brewster
 John Fish Jr.

The Council of Safety at their meeting in Hartford, Dec. 11, 1776, Voted £674-2-3½ in favor of Capt. Stanton, being balance due in settlement of his pay rolls and accounts while the *Shark* was in service; and Roger Fanning, who had the care of the *Shark* in the North River from Oct. 29, 1776 to Dec. 18, as master and keeper, was paid £22-11-1 for his services, rations and mileage (March 26, 1777).

Sir:

I am of opinion that Mr. Amos Stanton may do as well for a Lieutenant of Marines as any person which can be had, he being expert and active with a fire-lock, and likewise a prime sailor, and as he is at present on board and appears to give good satisfaction on all hands I would beg leave to nominate him for that service on board the *Shark* galley, and I would also nominate Mr. William Wilbur for the berth of a Master

as he hath been on board and had the principal care of the rigging &c for some time past, and has behaved so as to receive the applause of people in general at Norwich &c. I have at this time about thirty-five men including officers enlisted, the greater part of which are on board. Am now loaded with Capt. Bill's rigging & shall proceed to Saybrook as soon as possible. I am of opinion we shall be full manned in one week after we return from Saybrook. Beg your honor's directions with respect to our stores &c, whether I must procure them myself or apply to some other person for them. I am with the greatest respect your honor's most obed^t Humble Serv^t
Theoph. Stanton.

New London 12th of June 1776.
Hon^{ble} Jonathan Trumbull Esq^r.

NEW DEFENCE, Galley.

At the March 4, 1779 meeting of the Governor and Council of Safety, at Lebanon, Samuel Barker of Branford represented that the Town of Branford was about constructing the fourth galley provided for by the General Assembly in 1775, for the defence of the State, and asked for assistance from the Council as well as a guard to protect it while building, which was allowed. At a special meeting of the General Assembly held at Hartford, April 7, 1779, the following Memorial was acted upon:

"Upon the memorial of Samuel Barker and others of Branford, showing that the memorialists have built a large row-galley for the general defence of the sea coast within this State; praying to be supplied with guns, rigging, sails, ammunition, &c. as per memorial on file: *Resolved* by this Assembly, that the Governor and Council of Safety be authorized to furnish out of the stores belonging to this State to the memorialists to equip said galley two eighteen-pound cannon, two twelve-pound ditto, and suitable number of six and four-pounders and a sufficiency of rigging, sails, powder and shot, on loan during the pleasure of this Assembly, taking receipts of the memorialists therefor to be returned when called for, dangers of the sea and capture by the enemy excepted; and also sufficient bond

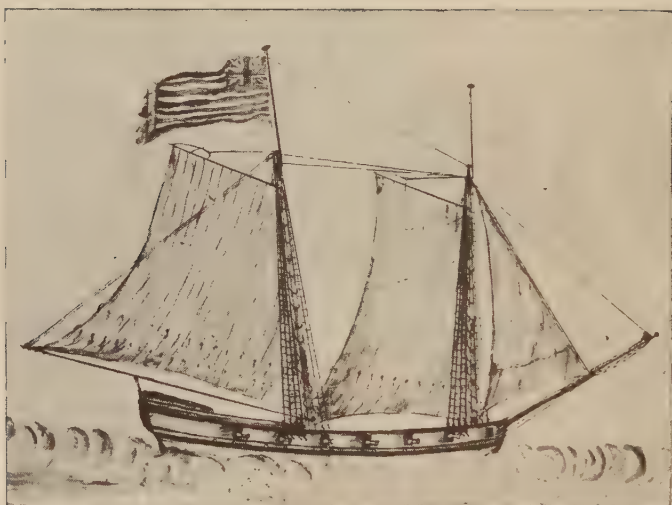
that said galley shall be kept in the Sound for the defence of the sea coasts of this State."

Accordingly at the meeting of the Council of Safety held at Hartford May 21, 1779, Colonel Fitch of New Haven was directed to deliver to Captain Barker two 12-pound cannon then at New Haven, and suitable shot for the same; also such quantities of powder as Captain Barker required, and Major Wm. Ledyard of Groton was directed to provide two 12-pound guns then at New London. Mr. Whiting, overseer of the cannon foundry at Salisbury, was ordered to deliver a quantity of round and grape shot as Captain Barker shall need. Capt. Nathaniel Shaw was directed to deliver the smallest cable lately belonging to the ship *Defence* (wrecked in March). On July 12, 1779, Captain Barker was to receive a cable, anchor and mainsail which belonged to the *Guilford*, taken by the enemy the week before. On Sept. 18, 1779, the Governor gave an order to S. Bishop Jr. of New Haven for rigging for the galley *New Defence*.

It would appear that this vessel served in New Haven harbor and the Sound as a guard ship. Whether Captain Barker resigned his command has not been discovered from the records, but Capt. Charles Pond took command of the *New Defence* after relinquishing command of the snow *Lady Spencer*, and was captured by the British in Long Island Sound, about Feb. 1, 1780, with all of his crew, 20 of whom died in prison ships in New York.

ROYAL SAVAGE, Schooner.

Pay Roll of Captain David Hawley's Company of Seamen raised in the State of Connecticut for the Naval Service of the American States in the Northern Department, commencing on the Day of their enlistment & ending the 25th Sep. 1776, agreeable to encouragement of first M^o advance wages, including also billeting money, traveling expences, premiums for entering the service, blankets, guns, cartouch boxes, knapsacks & belts.



CONNECTICUT SCHOONER "ROYAL SAVAGE"

Captain David Hawley

Copy of Original from Papers of General Philip Schuyler

Courtesy of George S. Bixby

Names	When Entered Service
David Hawley, Capt.	Aug. 9
John Fairweather, Lieut.	" 19
Ephraim Hawley, "	"
Michael Jennings, Sea.	"
Samuel Hawley	"
Andrew Patterson	" 24
Jesse Burr	"
Joseph Mather	"
William Brothwell	"
Mel Wahlee (Indian)	"
Saml. Hendricks	"
Enoch Lacey	"
Daniel Winifred	"
John Hayes	"
Wm. Duncomb	"
Abner Hendricks	"
John Lyon	"
Saml. Daniels	" 25
Saml. French	"
Peter Butler	"
Levy Goodrich	"
Saml. Freedswell	"
Edmond Pulford	"
George Leemon	"
Darius Fisher	"
Squire Beardsley	"

The *Royal Savage* was a schooner and had been built on Lake Champlain under the supervision of Benedict Arnold for the Northern campaign. She was commanded by David Hawley of Stratford and mounted four 6, and eight 4-pounder guns, and was manned by "fifty" men according to British accounts.

In the fight against the British on Lake Champlain, October 12, 1776, while she was beating up against the wind, and not being sufficient room for tacking, she was stranded on Valcour Island. She engaged the British schooner *Carleton*, Lieut.

Dacres, which vessel mounted twelve 6-pounder guns and had been much injured in the engagement. It was found impossible to get the *Royal Savage* afloat and she was abandoned. Her crew escaped. A party of British boarded her during the night and to prevent the Americans from making any use of her again, set her on fire, and so destroyed her.

TRUMBULL, Galley.

Captain Warner's Company of Seamen
for Naval Service, Western Department, on the Lakes.
August 12, to Nov. 25, 1776.

Seth Warner	Captain
Josiah Canfield	2d Lieut
Job Wheeler	Mate
Giles Cone	Boatswain
Simon Hough	Capt's Clerk
Samuel Ames	Carpenter
Amos Bates	Carpenter's Mate
Thos. Fitch	Steward
Ebenezer Squires	Seaman
David Warner	do
Joseph Barbee	do
Paschal Deangalis	do
Peter Negro	do
George Puffer	do

The galley *Trumbull* was built on Lake Champlain by the forces under the command of Benedict Arnold. This vessel had a battery of eight guns—4 to 18 pounders—and sixteen swivels. The above crew list is evidently incomplete, but contains all of the *Trumbull's* people thus far discovered.

GATES, Galley.

Captain Frederick Chappell's Company of Seamen
for Naval Service, Northern Department, on the Lakes.
August 9 to September 25, 1776.

Frederick Chappell, Captain	Ephraim Hotchkiss
Ephraim Goldsmith, Lieut.	Robert Hotchkiss
Stephen G. Thatcher, Lieut.	Jos. Cooper
Samuel Little, Seaman	Nathaniel Stacey
John Miller	Samuel Thorp
James Benham	Clement Tuttle
John Martin	Eliada Parker
Jos. Hosmer	Eliakim Parker
Stephen Wilson	Joshua Parker
John Wilson	Levi Parker
Reuben Hadlock	Ebenezer Merry
Fredk. Stanley	Reuben Judd
Benj. Olmstead	Samuel Holmes
Benj. Kenney	Abraham Hayes
John Wolcott	Nehemiah Knapp
Jos. Wise	Samuel Merwin
Benj. Osborn	John Gardner
Thos. Mix	James Taylor
Amos Potter	Edward Neile
Wm. Soes	John Kelly
Benj. Cook	Wm. Briggs
Abraham Sugden	John Knapp
Ebenezer Alling	

This vessel also formed a part of Arnold's flotilla on Lake Champlain in October, 1776. Her battery consisted of eight guns—6 to 18 pounders—and sixteen swivels. The *Gates* was burnt October 13, 1776.—(*Emmons*.)

NEW HAVEN, Gondola.

According to *Emmon's U. S. Navy*, Capt. Giles Mansfield of New Haven commanded this vessel, which was, like the *Royal Savage*, *Trumbull*, and *Gates*, also built by Arnold's men on Lake Champlain. The *New Haven* had but three guns—2 and 12 pounders—and eight swivels. Her crew is said to have numbered forty-five men (British account). Burned October 13, 1776, on Lake Champlain.

The following letter, written by a soldier in the Continental Army, concerning this Northern Campaign in the autumn of 1776, is of interest, as it relates to the building and preparation of the flotilla by Arnold, who perhaps possessed about as much nautical knowledge as he did military by reason of his West India voyages and experiences before hostilities began.

"Skenesborough, August ye 27, A. D. 1776.

Loving Cozen:

I now embrace this opportunity to acquaint you of our welfare and prosperity, and we have had a good march, and almost all of our Company got in well but Joseph Summers and Daniel Sherwood, who were taken sick and left about 15 miles back and had a man to tend them, and I have not heard from them since, and there is a great many in our camp unfit for duty, but I was never more harty in all my life. but I believe our Company returns as many fit for duty as any now on the ground, and I should be very glad if you would oblige me with a few lines. If you would take the paines to write to me you must leave your letters at Landlord Wheelers and the postrider will take them and bring them without any more troubel. There is now three large Row Galleys on the Stocks and I gues they will be fit for Sail in about two weeks from now if they are Rigid here, but I cannot tell whether they will be Rigid here or at Ticonderoge, but we are to go with them to Ticonderoge, and we expect to be stationed there, and the Row Galleys is to go and Joyn Commander Arnold on the Lake Champlain, for he is now on the lake with a fleet to meet the Kings troops if they do attempt to come and meet us, but

we begin to fear that they will not Darst to come and meet us. If they do we think ourselves Strong enoug for them, for I hear they cannot build as Fast as we for the want of saw mills, and I heard that they do not build their Water Crafts nothing to be compaired to ours for Strength.

We live Exceeding well at present. We draw plenty of good pork, beef and bread. We have not good teents at present, but we have got boards and make huts for part of our Company, and they have gone with boats to the fort after boards to make all our Company comfortabel, but I have a good hut to live in myself. I would be very glad if you would aquaint me of what News you can from New York, for I heard some time ago that the Melishe was sent for down there, and I cannot hear from there since, and I should be glad to hear who of our Nabours is gone there. I do not know of anything Strang to write to you and so I write no more at Present, but I remane your loving cozen

Robert Middlebrook.

To Mr. Stephen Middlebrook
North Stratford."

(Robert Middlebrook died in service at Ticonderoga, N. Y., in October, 1776, aged 23 years, and was buried across the Lake, at Orwell, Vermont.)

AMERICAN TURTLE, Submarine.

DAVID BUSHNELL,
The Originator of Submarine Warfare.

We are ignorant of the origin of Captain Bushnell's conception respecting submarine warfare. It is evident, however, that his plans were entirely original, and he appears to have originated submarine navigation. In his application we must give him the entire credit for originality. The efforts of Bushnell in the Revolutionary War attracted considerable attention and greatly excited the fears of the enemy.

The first official mention of his invention is found in the records of the Connecticut Council of Safety, held at Lebanon

Friday, February 2d, 1776, when David Bushnell was present by request of Governor Trumbull and the Council, and gave an account of his machine contrived to blow up ships, and was asked many questions about it, and "being retired, on consideration, voted, that we hold ourselves under obligations of secrecy about it. And his Honor the Deputy Governor is desired to reward him for his trouble and expense in coming here, and signify to him that we approve of his plan, and that it will be agreeable to have him proceed to make every necessary preparation and experiment, with expectation of proper public notice and reward."

Again, at the Council meeting of Tuesday, April 22, 1777, Captain Bushnell, with Colonel Worthington, applied and exhibited a specimen of a new invention for annoying ships, and on motion the Council voted him "an order on officers, agents and commissaries to afford him assistance of men, boats, powder, lead, &c., as he shall call for." This order was delivered him "at large." And at their meeting of April 3, 1778, the subject of Bushnell's machine was referred to the Connecticut delegates to Congress.

David Bushnell was born in Saybrook, Connecticut, some time about the year 1742. On the death of his father, which happened when he was about twenty-seven years of age, Bushnell prepared for college and entered Yale in 1771. During his college years he appears to have turned his attention to the subject of his invention, so that, when he graduated in 1775, his plans were practically advanced to maturity.

The following is quoted from "American Mechanics," which contains the description and use of the *American Turtle*:—

"The first experiment was made with about two ounces of gunpowder, to prove to some influential men that powder would burn under water. In the second trial there were two pounds of gunpowder enclosed in a wooden bottle, and fixed under a hogshead, with a two-inch oak plank between the hogshead and the powder. The hogshead was loaded with stones as deep as it could swim; a wooden pipe, primed with powder, descended through the lower head of the hogshead, and thence through the plank into the powder contained in the bottle. A match put to the priming exploded the powder with a tremendous

effect, casting a great body of water with the stones and ruins many feet into the air.

"He subsequently made many experiments of a similar nature, some of them with large quantities of powder, all of which produced very violent explosions, much more than sufficient for any purposes he had in view.

"When finished, the external appearance of his torpedo bore some resemblance to two upper tortoise-shells of equal size, placed in contact, leaving, at that part which represents the head of the animal, a flue or opening sufficiently capacious to contain the operator and air to support him thirty minutes. At the bottom, opposite to the entrance, was placed a quantity of lead for ballast. The operator sat upright and held an oar for rowing forward or backward, and was furnished with a rudder for steering. An aperture at the bottom, with its valve, admitted water for the purpose of descending, and two brass forcing-pumps served to eject the water within when necessary for ascending. The vessel was made completely watertight, furnished with glass windows for the admission of light, with ventilators and air-pipes, and was so ballasted with lead fixed at the bottom as to render it solid and obviate all danger of oversetting. Behind the submarine vessel was a place above the rudder for carrying a large powder magazine; this was made of two pieces of oak timber, large enough when hollowed out to contain one hundred and fifty pounds of powder, with the apparatus used for firing it, and was secured in its place by a screw turned by the operator. It was lighter than water, that it might rise against the object to which it was intended to be fastened.

"Within the magazine was an apparatus constructed to run any proposed period under twelve hours; when it had run out its turn, it unpinioned a strong lock, resembling a gun-lock, which gave fire to the powder. This apparatus was so pinioned that it could not possibly move until, by casting off the magazine from the vessel, it was set in motion. The skilful operator could swim so low on the surface of the water as to approach very near a ship in the night without fear of being discovered, and might, if he chose, approach the stem or stern above water with very little danger. He could sink very

quickly, keep at any necessary depth, and row a great distance in any direction that he desired without coming to the surface. When he rose to the top he could soon obtain a fresh supply of air, and, if necessary, descend again and pursue his course.

"Mr. Bushnell found that it required many trials and considerable instruction to make a man of common ingenuity a skilful operator. The first person whom he employed was his brother, who was exceedingly ingenious and made himself master of it, but was taken sick before he had an opportunity to make a trial of his skill. Having procured for a substitute a sergeant of one of the Connecticut regiments and given him such instructions as time would allow, he was directed to try an experiment on the *Eagle*, a sixty-four gun ship lying in the harbor of New York, and commanded by Lord Howe. General Putnam placed himself on the wharf to witness the result.

"The sergeant went under the ship and attempted to fix the wooden screw into her bottom, but struck, as he supposed, a bar of iron which passed from the rudder-hinge and was spiked under the ship's quarter. Had he moved a few inches, which might have been done without rowing, there is no doubt he might have found wood where he could have fixed the screw; or if the ship had been sheathed with copper it might easily have been pierced. But for want of skill and experience in managing the vessel, in an attempt to move to another place, he passed out from under the ship. After seeking her in vain for some time, he rowed some distance and rose to the surface of the water, but found daylight so far advanced that he dared not renew the attempt for fear of being discovered by the sentinels on duty. He said he could easily have fastened the magazine under the stern of the ship, above water, as he rowed up and touched it before he descended. Had it been done, the explosion of the one hundred and fifty pounds of powder contained in the magazine must have been fatal to the ship.

"In returning from the ship to New York, the operator passed near Governor's Island, and thought he was discovered by the British stationed there. In haste to avoid the danger, he cast off his magazine, imagining it retarded him in the swell, which was very considerable. The internal apparatus was set to run just one hour; at the expiration of the allotted

time it blew up with tremendous violence, throwing a vast column of water to an amazing height in the air, much to the astonishment of the enemy.

"Some other attempts were made on the Hudson, in one of which the operator, in going towards the ship, lost sight of her, and went a great distance beyond. The tide ran so strong as to baffle all further effort.

"In the year 1777, Mr. Bushnell made an attempt from a whale-boat against the *Cerberus* frigate, lying at anchor off New London, in drawing a machine against her side by means of a line. The machine was loaded with powder to be exploded by a gun-lock, which was to be unpinioned by an apparatus to be turned by being brought alongside of the frigate. This machine fell in with a schooner at anchor astern of the frigate, and becoming fixed, it exploded and demolished the vessel.

"Commodore Simmons being on board of the *Cerberus*, addressed an official letter to Sir Peter Parker, describing this singular disaster. Being at anchor to the westward of the town with a schooner which he had taken, about eleven o'clock in the evening he discovered a line towing astern from the bows. He believed that some person had veered away by it, and immediately began to haul in. A sailor belonging to the schooner taking it for a fishing-line, laid hold of it and drew in about fifteen fathoms. It was buoyed up by small pieces tied to it at regular distances. At the end of the rope a machine was fastened, too heavy for one man to pull up, for it exceeded one hundred pounds in weight. The other people of the schooner coming to his assistance, they drew it upon deck. While the men, to gratify their curiosity, were examining the machine, it exploded, blew the vessel into pieces and set her on fire. Three men were killed and a fourth blown into the water, much injured. On subsequent examination the other part of the line was discovered buoyed up in the same manner; this the commodore ordered to be instantly cut away, for fear (as he termed it) of 'hauling up another of the *infernals*!'

"These machines were constructed with wheels furnished with irons sharpened at the end and projecting about an inch, in order to strike the sides of the vessel when hauling them up, thereby setting the wheels in motion, which, in the space of

five minutes, causes the explosion. Had the whole apparatus been brought to act upon a ship at the same time, it must have occasioned prodigious destruction.

"Mr. Bushnell contrived another ingenious expedient to effect his favorite object. He fixed a large number of *kegs*, charged with powder, to explode on coming in contact with anything while floating along with the tide.

"In December, 1777, he set his squadron of kegs afloat in the Delaware, above the British shipping. The kegs were set adrift in the night, to fall with the ebb on the shipping; but the proper distance could not be well ascertained, and they were set adrift too remotely from the vessels, so that they were obstructed and dispersed by the ice. They approached, however, in the day-time, and one of them blew up a boat, others exploded and occasioned the greatest consternation and alarm among the British seamen. The British soldiers actually manned the wharves and shipping at Philadelphia, and discharged their small-arms and cannon at everything they could see floating in the river during the ebb tide. This incident has received the name of *The Battle of the Kegs*."

Soon after the Revolutionary War Bushnell went to France, and nothing more was heard of him until his death in Georgia in 1826.

Note.—It is quite evident that the Secret Service of the British during the early part of the Revolution was very proficient, for the following "Intelligence from Governor Tryon" is found among the Admiral's Despatches of Vice-Admiral Molyneux Shueldam on file in the Public Records Office of the British Admiralty in London:

"Philadelphia, Novemr. 16th 1775.

"The great news of the day with us, is now to Destroy the Navy. A certain M^r Bushnell has completed his Machine, and has been missing four weeks, returned this day week. It is conjectur'd that an attempt was made on the *ASIA*, but proved unsuccessful. Returned to New Haven in order to get a Pump of a new construction which will soon be compleated."

In the Records of the Connecticut Society of the Cincinnati appears the name of Captain David Bushnell of Saybrook. Admitted August 2, 1779.

Captain David Bushnell was taken prisoner by the British in 1779. (See Resolution General Assembly, May Session, 1779, concerning his exchange.)

CONNECTICUT PRISON SHIP.

AT A GENERAL ASSEMBLY OF THE GOVERNOR AND COMPANY OF THE STATE OF CONNECTICUT IN AMERICA, HOLDEN AT HARTFORD, BY ADJOURNMENT, ON THE ELEVENTH DAY OF OCTOBER, ANNO DOMINI 1777:—

PRESENT:

His Excellency JONATHAN TRUMBULL Esq^r, GOVERNOR
The Hon^{ble} MATTHEW GRISWOLD Esq^r, DEPUTY GOVERNOR

* * * * *

RESOLVED: By this Assembly, That a Prison Ship be provided for the reception of the Prisoners of War in this State, if a convenient one can be hired or impressed for a convenient time, at a reasonable price. And His Excellency the Governor is authorized and desired by and with the above advice of the Council of Safety, to give such Orders therein as he shall judge most expedient.

Passed in the Lower House.

TEST—BENJ. PAYNE, *Clerk.*

Concurr^d in the Upper House.

TEST—GEORGE WYLLYS, *Sect^y.*

AT A MEETING OF THE GOVERNOR & COUNCIL OF SAFETY AT HARTFORD, THE 29TH OF OCTOBER, 1777:

* * * * *

RESOLVED: That Thomas Mumford Esq^r be and he is hereby directed to examine the state and circumstances of a certain

large prize ship now in New London Harbour, and whether she be fit and proper to be used as a Prison Ship; and in case she is fit for that purpose, to treat with the owner or owners of the ship for the purchase or hire of the same for s^d use, and receive his or their terms and report the same with his opinion of s^d ship to His Excellency the Governor as soon as may be.

(Pp. 453 & 454 Pub. Records of Conn, 1776-1778.)

AT A MEETING OF THE GOVERNOR & COUNCIL OF SAFETY HOLDEN AT LEBANON ON THE THIRD DAY OF APRIL, ANNO DOMINI 1778:—

On Motion by Ez^{kl} Williams Esq^r D. Commissary General of Prisoners in this State, for liberty & authority to have and obtain a Guard over the prisoners of the U. States to be confined on board a prison ship now fitted out at New London and ready to receive the prisoners on board agreeable to the Orders of Congress:

RESOLVED: That he, s^d Commissary, be supplied and furnished with a Guard to consist of one Lieut^t, one Serg^t, and 20 Privates for the purpose of guarding the prisoners, and to be under the direction of s^d Commissary, at the expence of the U. States, and in case the s^d men cannot be otherwise obtained, the s^d Coms^y is to make application to Samuel Abbott Esq^r, Colonel of the 20th reg^t of Militia of this State, who is hereby ordered and directed if need be, to order a detachment of as many men out of his s^d reg^t as shall be wanting and necessary to complete s^d number for the purpose aforesaid.

A letter on file with the Trumbull Papers, dated June 24, 1778, from New London, by Thomas Shaw to Jonathan Trumbull at Lebanon, refers to the "wretches on our prison ship."

(The name of this first prison ship has not been disclosed in any documentary evidence so far discovered. There was a second prison ship, however, provided by the merchants in the Spring of 1782, named the *Retaliation*.)

AT A MEETING OF THE GOVERNOR & COUNCIL OF SAFETY
HELD AT LEBANON ON FRIDAY, JULY 9, 1779:

* * * * *

RESOLVED: That all the Marine Prisoners in and about the Town of New London and Groton and at Norwich, as well as those in confinement as those at large on parol, be immediately collected and sent under proper Guard and deliver^d Ez^l Williams Esq^r, D. Coms^y of Prisoners for the U. States, taking his receipt for the number with their names and rank. A proper list of their names and rank to be forward^d s^d Commissary Williams by the officer commanding s^d Guards, and a copy of the same to be kept by Major W^m Ledyard, Coms^y of Prisoners for this State.

(Page 357, Vol. II, Records State of Conn.)

Note.—From the above it would appear that the first prison-ship was abandoned and returned to its owner, Samuel Aborn, of Warwick, R. I., and that the above mentioned marine prisoners were sent to Wethersfield, where Ezekiel Williams lived.

Groton, 13th April, 1780.

May it Please your Excellency:

Your Excellency's favour of the 11th inst. by M^r Plumb received the same day, the Contents of which shall pay due Regard to. The Expense that will arise in taking care of the Prisoners lately arrived from New York with the Feaver & Small Pox will be considerable. I despatched a Flag yesterday for New York with 42 Brittish Prisoners for Exchange. A number more have just arrived, taken by Cap^t Wattles &c. Should be extremely glad that Orders might be Given to have a Prison Ship Order^d for the reception of all Brittish Prisoners in the Naval Department. A memorandum respecting this Department I now Inclose your Excellency, and as I am very anxious, considering the weak state we are in at this time, hope everything necessary will be ordered its safety as the fortifications want considerable repairing. Wish men

might be got upon the ground in season for that purpose.

I am your Excellency's Most
Obed^t & very Humb^{le} Serv^t

W^m Ledyard.

His Excellency Gov^r Trumbull.

In the Lower House—

Mr. Shaw, Mr. Ledyard, Mr. Treadwell & Col. Seymour, are appointed with such Gentlemen as the Honorable Upper House shall appoint, a Committee to take the foregoing letter into consideration and what is necessary or expedient to be done relative the matter therein mentioned, to Report by Bill or otherwise.

Test—Jedediah Strong, Clerk.

In the Upper House—

Richard Law Esq^r is appointed to join the com^{tee} of the Lower House in affair above mentioned.

Test—George Wyllys, Sect^y

REPORT ON PRISON SHIP, &C.

We, Your Honor's Com^{tee} appointed to take into consideration a letter of the 13th instant from W^m Ledyard Esq^r to His Excellency the Governor relative to the Forts at New London & Groton &c. & Report make &c., beg leave to report that in our opinion it is necessary and expedient that a Prison Ship be provided for the reception of the Prisoners that are brought into the port of New London, and as Congress have resolved that Prison Ships be provided by the Navy Board at the Continental expense in every State where the same shall be wanted, that His Excellency the Governor be requested to write to the Navy Board at Boston, to provide the Same as speedy as may be,—and that a hospital be provided convenient to s^d port for the reception of such of our sick prisoners as shall from time to time be returned from captivity into s^d port; and that in the meantime some suitable person or persons be appointed to take care of and provide for those that are now brought in

there in that condition,—and His Excellency the Governor be requested to write Congress on the subject urging the necessity and expediency of such a hospital being provided at the Continental Expence, and that they would give their advice & directions therein; and as to the defence of said Posts we beg leave to report that it is expedient that one or more mattross companies be raised upon the same terms and to consist of the same number, as those already provided for the purpose aforesaid, and that an Order be given to the commandant of s^d forts to receive 100 stand of arms that are provided at Springfield for this State, to be by him used at s^d Posts; and as to the regulations respecting vessels passing and repassing s^d forts, His Excellency the Governor be desired from time to time to give the Commandant such directions respecting the same as he with the advice of his Council of Safety shall think proper & needful, and likewise that a sufficient supply of provisions be lodged in s^d forts to enable them in case of seige to hold out for the space of one fortnight at least, and that the Governor be desired to appoint the necessary officers for s^d companies and to direct the Commandant to keep the s^d companies by enlistment as the same shall be wanting; and further, that the wages and encouragements of officers and men be the same as shall be provided for the State Regiments that may be ordered by this Assembly for the defense of this State in case the same shall exceed the provisions already made for s^d companies; and further we think it best that the command of s^d forts be a distinct and separate command,—all of which is humbly submitted.

Sign^d p^r Order
Rich^d Law.

April 21, 1780.

In the Lower House the foregoing Report is accepted & approved exclusive of the 1st and 3^d paragraphs thereof—and grant that a Bill &c. Test—Jedediah Strong, Clerk.

Concurr^d in the Upper House. Test—George Wylls, Sect^y.

AT A MEETING OF THE GOVERNOR & COUNCIL OF SAFETY
HOLDEN AT HARTFORD ON THE 24TH OF MAY, ANNO DOMINI
1780: * * * *

Upon motion of Col. Samuel Aborn of Warwick in the State of Rhodisland, and Ezekiel Williams Esq^r Deputy Coms^y of Prisoners of War, requesting this Board to consider and settle what s^d Aborn ought to have and receive for the use of the hull of an old prize ship while used as a prison ship in the year 1778; on which Benj. Payne & Jesse Root Esq^{rs} were appointed a Committee, and having made their report which is accepted, is on file:—

RESOLVED: That the Com^{tee} of Pay-Table be directed to draw on the Treasurer in favor of s^d Williams for the sum of 30 pounds lawfull money in Continental bills equivalent at 40 for one; he to be in account and to replace the same.

To His Excellency, The Governor & Council of Safety:

We, the subscribers, in obedience to your Excellency's directions, have considered the claim of Col. Samuel Aborn's of Warren in the State of Rhodeisland upon Ezekiel Williams Esq^r D. Commissary of Prisoners for the use & for damages done to his vessel while Impressed as a Prison Ship at New London in A. D. 1778, & heard the evidence in the case. Submit it to your Excellency & Council as our opinion that, considering s^d ship could not at that time have been employ^d to any purpose of profit to s^d Aborns, had she not been taken for a Prison Ship and that the repairs bestowed upon her to fit her for the purpose, occasioned considerable expense, & which was a benefit to s^d ship:—the s^d Ezekiel Williams Esq^r D. Coms^y of Prisoners ought to pay in behalf of the Com^{tee} of State to the s^d Aborns for the use of s^d Ship and the damages sustained for the time and on account of her being employed as a Prison Ship by s^d Williams, D. Coms^y aforesaid, in A. D. 1778. the sum of Thirty Pounds lawfull silver money or Continental bills at the rate of Forty to one, in full satisfaction for the use and damages to s^d ship as aforesaid.

All of which is submitted

by your Excellency's most obed^t humble Servants

Benj. Payne

J. Root

The foregoing Report of the Com^{tee} being read is accepted and approved and the Pay-Table are ordered to draw on the Treasurer for the sum of £30. Lawfull money or in Continental bills at the rate of Forty to one.

Test—Benj. Payne, Clerk.

These Certify, that in Consequence of Orders receiv^d from the Coms^y General of Prisoners for the United States, and on application by me made to his Excellency the Governor & his Council of Safety for their Advice how to confine the Continental Prisoners of War under my care, & upon the advice the within mentioned Ship was taken up and improved by me for s^d purpose from y^e 20th Ap^l to y^e 4th July, 1778 and by Agreement with the owner of s^d ship the Governor & Council of Safety were to determine the sum I should pay for the hire of said ship, which being now done as within, have on my desire directed the com^{tee} of Pay Table to draw on the Treasury of this State for y^e payment & charge the same to the United States.

Test. Ez^l Williams D. Coms^y Prisoners.

Hartford, 24th May, 1780.

Agreeable to, and for the purpose within mentioned, Rec^d of the Com^{tee} of Pay-Table their Order on the Treasury of this State for the therein mentioned sum of Thirty pounds in paper bill of the late Tenury of this State.

Ⓢ Ez^l Williams D. Coms^y Prisoners.

Hartford, 25th May 1780.

Rec^d of Ez^l Williams, D. Coms^y of Prisoners &c the above mentioned order on the State Treasurer for the sum of Thirty Pounds in bills of this State being in full of all demands for the hire and damages done to the Ship within mentioned of which I was the sole owner.

Samuel Aborn.

From the *Connecticut Gazette*,
April 29, 1779.

TO BE SOLD

"The greater part of the timber and plank for a vessel 55 feet keel now on the stocks at Mistick River, extremely well moulded for a fast sailer. Apply to Col. Samuel Aborn at Warwick, State of Rhode Island, or to Capt. Daniel Packer at said Mistick for further particulars."

By the Governor & Council of Safety:—

Cap^t John Chapman is appointed to the command of the Prison Ship taken up by a number of Merchants in this State for the purpose of confining Naval Prisoners,—with an allowance of £10. ₤ month, and His Excellency the Governor is desired to commission him accordingly.

Extract from the Minutes.

Test—John Chester, Clerk.

Hartford 25th May
A. D. 1782

The name of this second prison ship was *Retaliation*. She was moored about two miles north of New London, in the Thames River, where she remained until the end of the War.

From the *New London Gazette* of June 7, 1782, the following article is quoted:

"At dusk of the evening of Saturday last (June 2d) about twenty masters and mates of vessels who were prisoners in the *Retaliation*, prison ship, being allowed to be on the ship's deck, took an opportunity when the door in the bulk-head was opened

for some purpose, to push through the door and disarm the guard, 17 or 18 in number, whom they immediately secured below deck; having entire possession of the ship between 8 and 9 o'clock, they began to land the prisoners, and having landed about 80, nine of the principal actors in the enterprise armed themselves with the muskets which they had wrested from the centry and got out of the harbour undiscovered, in the ship's boat, leaving about 30 of their comrades on board. As the ship lay about two miles above the town, the inhabitants were unapprised of the transaction until 12 o'clock, when the first information they had was from one of the prisoners who did not choose to go off. The inhabitants and others immediately went in pursuit of the prisoners and several boats were sent out to prevent their escape by water. During the next day about 40 were scattered in the outskirts of the town and were taken back and returned to the ship, since which about 20 more have been taken, but the boat with the 9 above mentioned got off. A Court of Enquiry with regard to the conduct of the officers of the ship was immediately ordered by the commanding officer of this port, the result of which is not yet made public."

On June 10th, 1782, Thomas Shaw wrote to Governor Trumbull concerning the negligence of Capt. John Chapman on the Prison Ship, and the inefficiency of the Militia Guard, in which he said that on June 2d there were 116 prisoners on board and they rose up and seized Captain Chapman and the guards, took their muskets and escaped. Alarms were sounded in New London and the surrounding country.

And according to Colonel McClellan's letter of June 6th to Governor Trumbull, about 80 of them escaped, and all were retaken but 26, and that he had ordered a Court of Enquiry of Captain Chapman's conduct.

(See Trumbull Papers.)

On June 10th, 1782, it also appears that Capt. James Angell was appointed to command the prison ship *Retaliation*, by Col. McClellan, in place of Captain Chapman suspended, and John Spencer was made his Lieutenant.

PRISON SHIPS.

Concerning the British prison ships at New York, where so many marine prisoners were confined, Charles E. West, LL.D., of Brooklyn, in 1895, said that the horrors of these ships of the "Wallabout" have never been revealed to the public eye. The battle of Brooklyn in August, and the capture of Fort Washington in November, 1776, placed in possession of the British nearly four thousand prisoners, and this number was increased by the arrest of private citizens suspected of complicity with the rebellion, to over five thousand before the end of the year. The only prisons then existing in the city of New York were the "new" jail, which later was altered as the "Hall of Records," and the "Bridewell," which was located between the present City Hall and Broadway. These buildings proving inadequate, the British were compelled to turn their large sugar-houses, several of the churches, the hospital, and Columbia College, into prisons. These were also soon overcrowded by the daily accessions of captive patriots.

Great as were the sufferings of those within the city prisons, they were exceeded, if possible, by those of the unfortunate Naval prisoners, who languished in the prison ships of the "Wallabout." They were originally the transport vessels in which the cattle and other supplies of the British army, had been brought to America in 1776, and which had been anchored in Gravesend Bay, and later moored in the Hudson and East Rivers, and devoted more especially to the marine prisoners, whose numbers were rapidly increasing owing to the captures of American privateers by the British cruisers.

General Jeremiah Johnson said that a large transport named the *Whitby* was the first prison ship anchored in the "Wallabout." She was anchored near Remsen's mill about the 20th of October, 1776, and was then crowded with prisoners. She was said to be the most sickly of all of the prison ships. No medical men attended the sick, disease reigned unrelieved, and hundreds died of pestilence or worse, starved, on board this floating prison. The sand beach between the ravine in the hill and Mr. Remsen's dock, became filled with graves in the course of two months; and before the 1st of May, 1777, two

large ships were anchored in the "Wallabout," when the prisoners were transferred from the *Whitby* to them. These vessels were also very sickly, from the causes before stated. Although many prisoners were sent on board of them, and none exchanged, death made room for all. On a Sunday afternoon, about the middle of October, 1777, one of the prison ships was burned; the prisoners, except a few, who, it is stated, were burned in the vessel, were removed to the remaining ship. It was reported at the time that the prisoners had fired their prison, which, if true, proves that they preferred death even by fire, to the lingering sufferings of pestilence and starvation. In the month of February, 1778, the remaining prison ship was burned at night, when the prisoners were removed from her to the ships then wintering in the Wallabout.

In 1779, the *Prince of Wales* and *Good Hope* were used as prison ships. Many other old hulks, the old *Jersey*, the *John*, the *Falmouth*, the *Chatham*, the *Kitty*, the *Frederick*, the *Glasgow*, the *Woodlands*, the *Scheldt* and the *Clyde*, were also converted into prison ships. Of all these the old *Jersey*, or the *Hell*, as she was called, from the large number confined in her, often more than a thousand at a time, and the terrible sufferings they endured, won an infamous prominence in the sad history of the prison ships.

The first care of a prisoner, after arriving upon the *Jersey*, says Captain Dring, was to form, or be admitted into, some regular mess. On the day of his arrival it was impossible for him to procure any food, or even on the second day he could not procure any in time to have it cooked. No matter how long he had fasted, nor how much might be his sufferings from hunger and privations, his petty tyrants would not on any occasion deviate from their rule of delivering the prisoner's morsel at a particular hour and at no other, and the poor half-famished wretch must absolutely wait until the coming day before his pittance of food could be boiled with that of his fellow captives. The vacancies in the different messes daily provided by death, rendered it comparatively easy for the new comers to associate themselves with some of the older captives, of whose experience they could in various ways avail themselves. These messes, consisting generally of six men each,

were all numbered, and every morning, when the steward's bell rang at nine o'clock, an individual belonging to each mess, started, stood ready to answer to his number, and as soon as he was called, the person representing it hurried forward to the window in the bulkhead of the steward's room, from which was handed the allowance for the day. This was for each six men what was equivalent to the full ration of four men; no vegetables of any description, or butter, was allowed, but in place of butter a scanty portion of so-called sweet oil, so rancid and often putrid that the Americans could not eat it, and always gave it to the foreign prisoners in the lower hold, who took it gratefully and swallowed it with a little salt and their evening bread. These rations, insufficient and miserable as they were, were frequently not given to the prisoners in time to be boiled on the same day, thus obliging them often to fast for another twenty-four hours, or consume it raw, as they sometimes did.

At the expiration of the war, the prisoners remaining on board the old *Jersey* were liberated, and the old hulk, in whose putrefactive bowels so many had suffered and died, was abandoned where she lay. The dread of contagion prevented every one from venturing on board and even from approaching her polluted frame; but the ministers of destruction were at work. Her planks were soon filled with worms, which, as if sent to remove the disgrace, ceased not from their labors until they had penetrated through her decaying bottom, through which the water rushed and she sank. With her went down the names of many thousands of our countrymen, with which her inner planks and sheathing were literally covered, for but few of her inmates had ever neglected to add their own names to the almost innumerable catalogue. Could these be counted, some estimate might now be made of the whole number who were there immured, but the vessel has long since been consigned to the eternal oblivion and the precise number of those unknown martyrs who perished in the prison ship and who were buried in the loose sands of the "Wallabout" will probably never be accurately known.

It was estimated shortly after the close of the war, when the data were more easily obtainable than now, that upwards

of eleven thousand died in the *Jersey* alone. The statement was never denied, either officially or by those then resident in New York or elsewhere, who, from their connection with the British commissary department, had official opportunities of knowing the truth. Calculating the deaths on board the *Jersey* as averaging five a day during the time (1779-80—April 1783) she was occupied as a prison ship, and adding thereto the large number transferred from her to the hospital ships, where they died, as well as the hundreds exchanged from time to time, and who reached home in time to die, the above estimate does not seem to be exaggerated if applied to the mortality, not of the *Jersey alone*, but all of the prison ships.



REGULARLY organized prisons, barracks, and even private houses in most of the Colonies or States were utilized for the incarceration of both military and naval captives, many of whom were liberated on parole, as well as formally exchanged. Some were fortunate in both respects, while others were made to endure the severest hardships and misery, especially perhaps those who were placed in prison ships, which were usually foul, damp and unsanitary in the extreme. The subject of the treatment of prisoners of war is one upon which records in general fail to enlarge or to divulge, attributable quite evidently to the absence of what records were necessarily kept for the time being and subsequently destroyed. Now and then the narrative of one who may have been so fortunate as to survive the ordeals of a military or naval prison, will be found in existence, but seldom an official treatise on any detailed prison routine. Prison lists and obligation or pledge forms are occasionally encountered; and in cases of officers of rank or other important personages whose fate carried them into the enemy's hands, perhaps as hostages for awhile, there are found on file some of the interesting accounts and correspondence relating to their disposal.

When the British Letter-of-Marque ship *Admiral Keppel*, Captain Abraham Brown, was captured by the Connecticut ship *Oliver Cromwell*, Captain Timothy Parker, in April, 1778, he took as prisoner, with the crew of that ship, Hon. Henry Shirley with his family and servants, bound for Jamaica. Shirley was a man of considerable importance and wealth. He had been Ambassador from Great Britain to the Court of Russia, and was possessed of large estates in Jamaica, for which island he had embarked at Bristol with his suite, and was on a purely business errand of an individual and personal character. The correspondence that followed this capture has been preserved by the State, and is given herewith as an example of a dignified humanity and civil treatment accorded under circumstances carefully considered, and acted upon with deliberation and fairness at a critical time.

The announcement of the capture of the *Admiral Keppel* by the *Oliver Cromwell*, which is portrayed in the letter of Captain

Timothy Parker, written at sea April 20th, 1778, and herein given in the correspondence under the caption of the *Cromwell*, indicates the initial humanity and generosity accorded the Hon. Henry Shirley by Captain Parker, and the following quite fully supplements what must have taken place verbally between captor and captive:—

Boston, May 23d, 1778.

His Excellency, Governor Trumbull.

Sir: I sailed from Bristol the 8th of February with my family and some of my servants in the *Admiral Keppel*, Abraham Brown, commander, bound to Jamaica, and in company with the *Cyrus*, bound to Nevis and Jamaica,—both Letters of Mark. The 15th of April we were taken by the *Oliver Cromwell*, Captain Parker, and the *Defence*, Captain Smedley. The 21st instant we arrived at Boston. Both Captain Parker and Captain Smedley behaved with great humanity to the crew and were remarkably kind and civil to my family and myself. Both the crews of the *Oliver Cromwell* and the *Defence* were a week repairing the rigging of our ship, and I must own to your Excellency that during this time I saw so much prudence and good humor in Captain Parker that I have a very good regard for him. He put on board the *Admiral Keppel* the 3rd Lieutenant of his own ship as prize-master. Our mate was from the *Defence*. The first is a Mr. Tillinghast, and the other a Mr. Wasson. We have every reason to be pleased with the behavior of both these gentlemen during the whole of our voyage. I am particularly obliged to them for their attention to Mrs. Shirley and my daughter. I am now with my family in the house of Mr. Eliot. I have been so fortunate as to get a lodging in his neighborhood. I need not assure your Excellency that this gentleman is very civil to us, but I must acknowledge with gratitude, that both himself and Mrs. Eliot are particularly kind to my family. So soon as Mrs. Shirley is easy and recovered from so long a passage I shall do myself the honor to wait upon your Excellency. I am in hopes to set out in the beginning of next week. I have the honor to be with great respect.

Your Excellency's Most Obed. & Humble Servt.

H. Shirley.

Boston, May 28th, 1778.

Sir: As soon as I could have had the satisfaction of seeing my family settled in Boston, I intended with the permission and by the advice of Mr. Eliot, to have paid my respects to your Excellency in person. This gentleman will acquaint you with the situation of things here, by which I am prevented from doing what I had most at heart,—the laying before your Excellency the situation of a private gentleman not inimical to America, though faithful to his country, who unfortunately happens to have with him a wife and a daughter, for whose welfare he suffers more anxiety than he can well express. The death of the Hon. Mr. Foord, who was my attorney in Jamaica, has occasioned such a change in the management and direction of my estates, in that Island, that I was advised by my friends to go immediately to the West Indies to settle my affairs in that country. I now lament my having yielded to the earnest intreaties of my wife to come with me.

The engagement we have had with the ships of your State, though not long, was very warm. We fought within a distance of thirty yards. The groans of the wounded, who were laid at Mrs. Shirley's feet, the confusion and the horror of the situation we were in for some time after the engagement, gave such a shock to her nerves that I was for several weeks apprehensive of the most fatal consequences, and I do firmly believe that if a British cruiser had come up to the *Keppel* of such a force as our prize-master might have thought proper to engage with, Mrs. Shirley would either have lost her senses or never have recovered from the fright. In this situation it would have been of great consequence to me to have had the honor to see your Excellency. I should have begged of you Sir, the favor of your advice, and to grant me your protection. My only wish is to put as much as possible, Mrs. Shirley out of the reach of the dangers of another engagement. If it could be permitted either to purchase or to hire a vessel in America, and to obtain a Flag of Truce or a Passport from either your Excellency or from the Congress, or any other way that you may think proper, I should on my side, get a passport from His Majesty's commanders, and I might by this means have the happiness of seeing Mrs. Shirley safe either in Jamaica or any



A BRITISH "74," SUCH AS WAS STATIONED IN CONNECTICUT WATERS
DURING THE AMERICAN REVOLUTION

neutral Island in the West Indies without any other dangers than those of the sea, and I should have the particular satisfaction to think that I owe this ardently wished for happy moment to the humanity and goodness of an American State for whom I have always had great respect.

I would on my side, do anything that your Excellency might be pleased to direct, and I could do it immediately if I am granted a Parole to go to any of the ports now garrisoned by British Troops.

Enclosed I have the honor to send your Excellency (missing) a list of my family. There is a gentleman with us, Mr. Phipps, the son of a considerable merchant in Kingston. If your Excellency would be pleased to consider him as part of my family I should be much obliged to you. I owe much to the humanity and uncommon civility of Mr. Eliot and his family. His protection keeps our spirits up. I dread the enmity of the State of Massachusetts to a Briton. I will only say that men of liberal principles here are afraid to displease their countrymen by any attention they may engage by the feelings of a gentleman, to show to a stranger in my situation.

Had it pleased the Supreme Ruler of all Things to have ordered that I alone had been a captive in this State, I should have submitted to my fate without giving your Excellency any trouble; but circumstanced as I am I flatter myself your Excellency will pardon me if I earnestly intreat you to take me and my family under your protection and to take a few moments from your more weighty affairs to consider my humble request and to order thereupon as you and your Excellency's Council may think proper.

I have the honor to be with great respect, Sir,

Your Excellency's most obedient and most humble servant

Henry Shirley.

His Excellency, Hon. Jonathan Trumbull.

Boston, May 28, 1778.

Sir: There is another subject that in honor I am bound to mention to your Excellency. When our two ships were taken by Captain Parker and Captain Smedley, the small number of

seamen that Captain Parker had on board his own ship putting it out of his power to send to the *Keppel* such a crew as was necessary to navigate the ship, he applied to me and desired me to choose such a number of good seamen and sober quiet lads as I thought would answer the purport. I gave him the enclosed list (missing) and these poor fellows, rather than leave me in distress, came on board, losing by this means the chance they had of being put on shore in any of the neutral islands, which step Captain Parker must necessarily take should his cruise prove unsuccessful for fear of being encumbered with too great a number of prisoners.

Lieutenant Tillinghast who was our prize-master and whom I beg leave, though I am a prisoner, to mention to your Excellency, as an excellent officer, and who has done more than can be expected in the difficult situation he was in, will, and does assert that they behaved to the utmost of his expectations and that they fully answered the character I have given of them to Captain Parker.

Such being the situation of these honest and unfortunate seamen I hope your Excellency will not think I presume too much in recommending their case to your consideration. If I might be permitted to purchase a vessel, they might be put on board to navigate the said vessel. I should, previously, by obtaining your Excellency's permission to go to Rhode Island, endeavor to get them exchanged for an equal number of your own seamen that may be prisoners at Rhode Island.

I have the honor to be with great respect,

Your Excellency's Most Obedient and most Humble Servant,
Henry Shirley.

Boston, 29 May 1778.

Honored Sir:

I hope it will not be deemed impertinent in me to forward so many messages. I plead in excuse my unhappy situation respecting the persons taken in the ships *Admiral Keppel* and *Cyrus*, and the situation of Mr. Shirley who earnestly desires an interview with your Excellency provided he cannot have permission to return in any manner that may be agreeable to

the Honorable Council of Connecticut. I beg leave to mention my surprise and concern at receiving an order from Council to deliver the prisoners to the Commissary of this State. I answered, that until I had your orders respecting them, it would be improper to deliver them as the State might have occasion for them to exchange for their own men; that I was sorry it was not consistent with my duty; that I was always willing and desirous of aiding and assisting the State, and that it was painful to give a negative answer.

Your son (Col. John Trumbull) being with me I did nothing without consulting him. I earnestly entreat your Excellency that my conduct in this affair may be duly weighed, and if approved of, I may have such instructions as will screen me from the like disagreeable dilemma. I have introduced Mr. Shirley to your son, who writes you by this opportunity. He, as every person who has the pleasure of his acquaintance, is much pleased with him. I cannot conclude without again recommending this gentleman to your kind notice and protection. The person delivering this will wait for an answer. I have the honor to be,

Your dutiful servant,

Samuel Eliot.

Governor Trumbull.

The following letter, endorsing the requests of Hon. Henry Shirley and Mr. Samuel Eliot, was written by Col. John Trumbull, who was at the time Deputy Adjutant General of the American Army, in Boston. He was the son of Governor Jonathan Trumbull, born at Lebanon, Conn., Oct. 12, 1756, died at New York City Nov. 10, 1843,—an American painter. After serving in the Revolutionary War he studied in London, under West, and on the Continent, and settled as a portrait painter in New York in 1804. He gave a large collection of his paintings to Yale College. Among his works are portraits of Washington, Adams, Jefferson and others, "Battle of Bunker Hill," "Death of Montgomery," four pictures in the rotunda in the Capitol at Washington—"The Declaration of Independence," "The Surrender of Burgoyne," "The Surrender of Cornwallis," and "The Resignation of Washington."

Boston, May 29, 1778.

Honored Sir:

I have the pleasure of improving the first opportunity to inform you of my arrival in town last evening.

I waited on Mr. Eliot this morning, and was by him introduced to Mr. Shirley,—a gentleman of fortune and connexions, who was taken on board one of the prizes lately arrived here, and in whose favor Mr. Eliot informs me he has twice written you. Situated as he is, powerfully connected, of immense fortune and consequently having it in his power to make much interest in favor of or against us, and at present rather favorably inclined to the States and totally disconnected from any active part against us, I think it will be good policy, not to say justice, to grant him the indulgence he asks, for a Flag to transport himself and family to his Estates in Jamaica. It may likewise be proper to inform that he is the gentleman who formerly presented the Jamaica petition to the King of Great Britain in our favor, and to add, that but for his influence over the people of the ship on board which he was taken, it would have been impossible to have brought her into port, as the *Oliver Cromwell* had but a few seamen on board, and the *Defence's* crew were mostly in the smallpox. I would therefore wish not only for this favour to Mr. Shirley, but that the lads who brought in the ship with so much honesty, might be rewarded by a permission to return as hands on board the Flag which shall be granted to him.

A difficulty has arisen again on account of these prisoners, the Council having demanded them of Mr. Eliot, to be confined on board the Guardships until exchanged. Mr. Eliot has refused to comply with the demand until he has your orders. I would wish this dispute finally settled by defining how far the authority of our State may with propriety interfere with that of another.

The seamen who have come in with the *Keppel* are particularly afraid of being exchanged, as the consequence will be their being impressed for the Navy,—a service which they detest.

I would likewise mention that it has been suggested to take from Mr. Shirley his personal furniture, bedding, clothing,

&c. &c. This I conceive would be a most infamous action and contrary to all common practice, and must hope the State will never entertain so gross an idea, but order the contrary. I have no news of consequence.

I remain Sir, your ever dutiful

J. Trumbull.

To Jonathan Trumbull Esqr.

Hartford, 2 June 1778.

Sir: Since mine of the 30th I have received yours of the 29th ultimo. Mr. Shirley is permitted to come to Connecticut by the middle road with Mr. Phipps and his Surgeon may come if they choose, and servants as he may think proper. If he should not come till after the rising of the Assembly he may expect to find me at Lebanon, otherwise he will come to this town. Shall have then an opportunity of coming to such conclusions in his behalf as may be thought expedient. You will assist him in regard to the journey, and in the meantime would have Mrs. Shirley and daughter made as easy as their circumstances will admit. The seamen are to remain on board the ship until further orders. I am with esteem,

Your Humble Servant,

J. Trumbull.

Samuel Eliot Esqr.

Hartford, 2 June 1778.

Sir: Your favor of the 23rd and also of the 28th ultimo, with enclosures are duly received. I heartily commiserate the case of your Lady. Mr. Eliot's kind and polite treatment and behavior towards your family is heartily approved and doubt not he will continue to render the situation of your Lady and daughter as agreeable as circumstances will admit.

You are permitted Sir, to make a journey into Connecticut by the middle road for the purpose you mention. Mr. Phipps and Mr. Jepson may accompany you if agreeable attended with such servants as you may think proper; in case you should

come during the present session of the Assembly shall expect to wait on you in this town; otherwise you will find me at Lebanon. Of this you can be informed so soon as you arrive in the State. Mr. Eliot has orders in regard to your journey, as also to see that Mrs. Shirley and daughter are treated with civility and politeness in meantime. The same indulgence for the present will be continued to the seamen as they now enjoy. Wish you an agreeable journey, and with esteem am

Your obed. servt.

J. Trumbull.

Henry Shirley Esqr.

Hartford, 2 June 1778.

Sir: Your favour of the 20th ultimo has just come to hand and before which I had dispatched my letter to you and Mr. Shirley with liberty for him to repair to this State that on consideration I may have means to gratify his request as far as shall appear consistent and it is probable he may obtain such liberty as will be agreeable to him. By the Acts of Congress and from the nature of the separate and individual sovereignty of the several states, conceive that all prisoners taken by the Independent forces of any particular state whether by sea or land, are to be under the control and disposition of the states by whom captured. No other unless that of Congress. Therefore hope the honorable Council of your State will not insist on our prisoners taken in the *Cyrus* and *Keppel* being delivered to their Commissary, unless the interest and safety of the Public require it. The civility and respect you have shown Mr. Shirley, his Lady &c. is very agreeable to me as well as to the indulgence to the seamen and wish to have the same continue till we can take further order concerning them, but if the Honorable Council cannot be induced to accede from their demand concerning them, you will send them all by the middle road to the town of Norwich in this state in such safe and proper manner as your prudence shall suggest unless it shall be inconsistent with the laws of your state. Your conduct in not giving them up to your Commissary &c. is consistent un-

less justly offensive to your Honorable Council as I cannot conceive it to be, has my approbation.

Your humble servt.

J. Trumbull.

Samuel Eliot Esqr.

Boston, 13 June 1778.

Honored Sir:

This will be handed by Mr. Shirley, captured in the ship *Oliver Cromwell*, who with Mr. Phipps attend your Excellency for the purpose mentioned in my several letters. It is needless for me to mention any particulars at this time. I have fully expressed my sentiments and would only add my earnest desire of as speedy a conclusion in his favor as will be consistent. An instance of his candor, honor, and generosity has this day been exhibited. It has so much endeared him to me, that every civility, indulgence &c. I shall consider as an additional obligation conferred on me. It is not probable, but he may have occasion for some advances. His draft shall be paid on sight. If his business cannot be concluded immediately I would request that permission may be given him to visit Hartford, Norwich, and any other place agreeable to you, with your Excellency's credentials. I have the honor to be

Your Obed. Servt.

Samuel Eliot.

Governor Trumbull.

Lebanon, 19 June 1778.

Sir: I received your favour of the 13th by Mr. Shirley. He appears to be a gentleman of sense and honor becoming his character. I feel myself disposed to show him all the civility and favour in my power consistent with my character and duty, and although I am possibly touched for the misfortune of himself and Lady & daughter, it appears to me with the advice of the Council of Safety now convened, that it will be attended with danger and difficulty with neighboring states to

permit him to purchase such a vessel as would be agreeable and becoming, as he is a subject of the King of Great Britain and must be considered in the list of enemies of the United States however favorable his private sentiments in any particular may be respecting the state and circumstances of our controversy. In pursuance of our disposition to oblige and gratify Mr. Shirley as far as at present appears consistent, we have permitted, and do permit him to pursue his voyage with his lady and family to Jamaica, also the eleven seamen who came with him in the prize, on his parole to return if called for, or procure an exchange of a person to be accepted as of suitable for himself and other proper persons for all the other male persons in his family, and the seamen. Mr. Phipps to go on his own parole, and Mr. Shirley has liberty to agree for a passage in a ship or vessel of his liking for the purpose aforesaid, the captain to be commissioned as a Flag. Any indulgence respecting his effects and baggage reasonably granted will be agreeable to us. I would also be willing to know what would be the opinion of your state, or of the respectable character in it, relative to the propriety of selling a ship or vessel to any person in Mr. Shirley's circumstances. Wish you to inform me what you can collect of their ideas. Of if he choose he may be admitted to go with Flag by water to Newport, then to be exchanged.

I am, &c.

Jonth Trumbull.

Samuel Eliot, Esq.

Sir: In consequence of the contents of your Excellency's letter to Mr. Eliot, this gentleman and myself by means of several friends I have in this town, took the first opportunity of inquiring how far it might be agreeable to the State of Massachusetts to see a prisoner in my situation be permitted by the State of Connecticut to purchase a vessel. We found the only difficulty to be with regard to the size of it. Whereupon I presented a Petition to the Council of this State desiring that approbation of my being permitted to purchase a vessel and carry my family to Jamaica. My petition was received and referred to a committee of three. Business and absence from town prevented

the committee from giving in their report so soon as I could have wished. Your Excellency knows well that the hurricane season begins the middle of August and continues to render the West India seas dangerous until the middle of October, and as I should undoubtedly be blamed by every good man if I was forced to it by absolute necessity to hazard a voyage to Jamaica with my wife and daughter at so unfavorable a season, I determined to give up the hope of being permitted to purchase a vessel, in order to lose no time. In consequence of this determination I desired the favor of Mr. Wardell, one of the committee appointed by the Council to consider my petition to confine their report to the propriety only, of my sailing from hence in a chartered Flag of Truce as had been graciously permitted me by the Governor and Council of Connecticut. Their report was favorable to my wishes, and I already flattered myself with a certainty of being able to sail on or before the 20th of this month, when contrary to all my expectations the Council ordered my petition to lay on the table.

I must own to your Excellency that I am cruelly disappointed. Surely it can be of no advantage to America to ruin the fortune of a private gentleman. Nothing but mere necessity could have obliged me to go to Jamaica. Nothing but the death of a good attorney and the mismanagement of a bad one who is raising an estate at my expense could have forced me to do it. Every month I am absent from my property must cost me several thousand pounds, and I am very sure that every gentleman acquainted with the nature of the West India property will confirm my assertion. I am assured from the Secretary of the Council that the motive of the Council for this was a letter the President had received from General Sullivan enclosing the copy of a letter from General Pigot, by which letter General Sullivan is informed that General Pigot has received orders from Lord Howe not to exchange any American prisoners from Halifax to New York. If I may be permitted to lay before your Excellency and the Honorable Council any opinion of this matter I will take the liberty to assert that this ground of denial cannot be maintained. Lord Howe commands the British Navy in the American seas only. The Jamaica station is under the orders of Sir Peter Parker, and

Lord Howe has nothing to do with an exchange there or at any other of the West India Islands.

I am so well convinced of this truth that I will sign a parole to return by a Flag of Truce if I do not procure in Jamaica such an exchange as your Excellency will please to dictate, consistently with the rules of such exchange.

I am assured that a letter from your Excellency to the President and Council here is very necessary, but Mr. Eliot will further inform your Excellency of this important circumstance and without which I am afraid I shall never be permitted to sail from hence.

Your Excellency has treated me with so much humanity that I will not attempt to engage your compassion in my favour. My unfortunate situation will plead for me effectually with so good a man. I flatter myself your Excellency will consider I have not an hour to lose and that you will please to accompany your letter by a Flag, leaving the name of the ship, of the Commander and Mate in blank, to be filled up by Mr. Eliot, and directing the Captain to carry my family to Jamaica, and to exchange American prisoners for those British prisoners he is to have on board. Your Excellency will by this, lay me under the greatest obligation and I shall be proud to show my gratitude by every attention in my power to the unfortunate subjects of your State that may be brought prisoners to Jamaica.

I have the honor, with great respect, Sir, to be

Your Excellency's most obedient humble servant,

Henry Shirley.

Boston, July 11, 1778.

Hon. Jonathan Trumbull.

At a meeting of the Governor and Council of Safety of Connecticut, held at Lebanon, Thursday, 16th July, 1778, there being present the Governor, Jabez Huntington, Joseph Spencer, William Williams, Jedediah Elderkin, David Mumford and Col. Jesse Root,—it was Voted and Resolved that his Excellency the Governor be desired to make out and send proper letters and papers to the Council of Massachusetts and Mr. Elliot necessary to forward Mr. Shirley's departure for Ja-

maica agreeable to a former vote of this Board for that purpose, which action enabled this illustrious prisoner and his suite to promptly make their arrangements for their liberation and voyage.

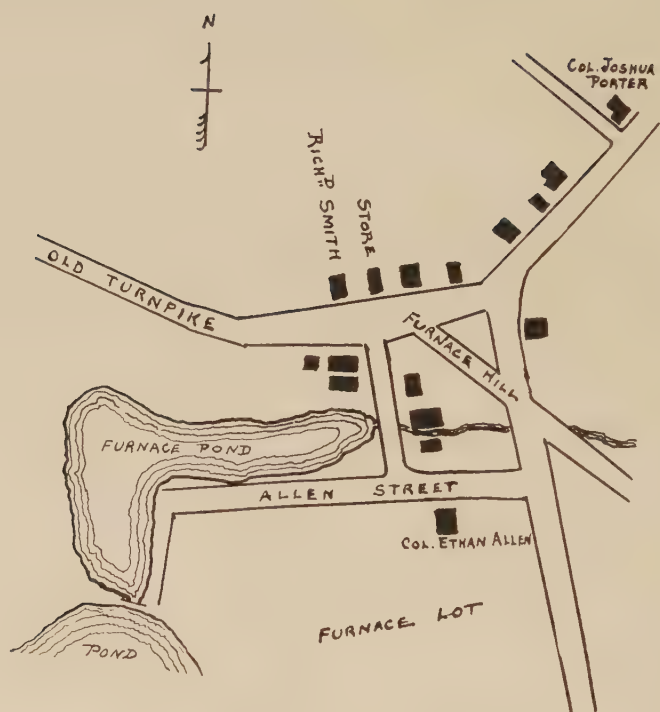
Nearly all of those who had been commissioned to command the Connecticut State vessels were taken prisoner, and some of them twice; but by the process of exchange they were enabled to return at some time during the period of hostilities and to re-engage in similar enterprises, notwithstanding some of them were taken to British prisons in England and the West Indies.



THE SALISBURY FURNACES.

AS has been heretofore pointed out, the supply of munitions of war in the Colonies, or the means of producing the supply, had not received much consideration, except in a general way, which way, as events began to transpire, was by the process of seizure, where this process was reasonably possible, as it was shown to be at Ticonderoga, Crown Point, and New Providence in the Bahamas. These events, however, were only temporary means of procuring the necessary munitions for immediate protection at one or two strategic points where most needed, and until some plan could be worked out for the regular production of such munitions, so sorely needed.

So far as Connecticut was concerned, Litchfield County contained iron ore mines of great value, from which the ore for the celebrated "Salisbury iron" had been taken for many years prior to the declaration of war with Great Britain. At what is now Lakeville, a forge was erected as early as 1748, and later, in 1762, John Haseltine, Samuel Forbes and Ethan Allen purchased the property and built a blast furnace, but soon afterwards sold it to Charles and George Caldwell of Hartford. It is recorded to have furnished two and a half tons of iron in twenty-four hours, and three tons of ore and two hundred and fifty bushels of charcoal were used per ton of iron. Its blowing apparatus is said to have consisted of a pair of leather bellows driven by a water-wheel. In 1768 the furnace was sold to Richard Smith of Hartford. Smith was a royalist and fled during the Revolution, the place was confiscated, and the furnace made to produce large quantities of cannon, cannonballs, grape-shot, etc., for the use of the Continental forces, both afloat and ashore. But this much needed enterprise, so vital to the American Colonies, was more especially realized by Governor Jonathan Trumbull as a super-important adjunct to be at once improved and cultivated to the utmost, as the multitude of references in the Public Records of Connecticut during



THE SALISBURY IRON WORKS

the War, and the many hurried actions and resolves of the Council of Safety so often disclose. Governor Trumbull constantly had a general superintendence over this important industry during the entire seven years of the War, and, as Stuart says in his *Life of Jonathan Trumbull* published in 1859, "It is plain from memorials that remain, that his energy particularly prompted its success. Much of the time he had an 'express-rider' running from his own door at Lebanon, to bear his own, or the orders of himself and Council, to its overseer, Col. Joshua Porter, or to its managers, Henshaw and Whiting. The cannon from this famous establishment, its shot, its munitions generally, for military and naval use, it fell to him, very often at his own discretion, to distribute,—now to the selectmen of towns, or to posts upon the coast, now to armed vessels in the Sound, or to points of defence out of the State, and now to sell or exchange them, as was sometimes the case, for West India goods that were in demand for workmen or for the soldiery of Connecticut." The largest cannon cast here during the Revolution were 18-pounders of about a ton in weight. Improvements had to be made in 1778, so that 32-pounders could be cast for the United States Navy, as well as for other states. These cannon were cast solid, and were bored and tested near Barnet's old saw-mill. The method employed for boring and calibering has as yet not been searched out or recorded, as well as other important questions of mechanics in connection with the care and skill so necessary to have been employed, even in those days, to produce the required results.

The adjourned session of the General Assembly, holden by the Governor and Company of Connecticut at Middletown, December 18th, 1776, enacted the following,—which showed the serious importance at that time of keeping the Salisbury Furnace in blast and running full capacity for the needs of the State and Nation:

"Whereas, the article of cannon is of great importance and indispensibly necessary in warlike preparations for offence and defence and much of ours has in the last campaign fallen into the hands of our enemies so as to render them scarce and this state is also applied to by the Honorable Continental Congress for a large number to be sent to the northern fronts and for

the ships, and they are also greatly needed for our more immediate defence, and there appears no way to obtain them but by our foundry at Salisbury, and there is danger that the furnace will soon be blown out and stopped unless effectual measures are immediately taken to continue the blast, and the manufacturing and casting of cannon as long as possible, Therefore,

"Resolved by this Assembly, That Benjamin Henshaw be and he is hereby appointed and directed to repair forthwith to Salisbury and apply to Colo. Joshua Porter, manager of said foundry, and afford him all the assistance in his power, to enquire into the circumstances of said furnace and foundry, and to see what is necessary to be done, and use his utmost endeavor in conjunction with said Porter to remove every difficulty and obstruction in the way of continuing said furnace in blast and assist in providing as soon as may be needful all necessary workmen, materials and implements of every kind requisite for carrying on said business; and they are to leave nothing practicable and reasonable unattempted to promote, carry on and continue the casting of cannon there of such size and dimensions as shall from time to time be directed by his honor the Governor and Council of Safety; and to continue there as long as shall appear needful, and to make report of what he shall find and do to this Assembly in their present session or in their recess to the Governor and Council of Safety."

Other laws were enacted at the same session, empowering others to take the care and oversight of various details in connection with this matter. William Whiting was added to the committee of management, the hiring of men to do the work, their billeting, pay, protection by armed guards in the neighborhood, exemption from military or naval duty while employed in the performance of this work, so that no obstacles might be encountered. Forests had to be commandeered to provide wood. Wood-cutters, colliers, teams and carters and tools had to be supplied, as well as shelter and subsistence, and from the many orders drawn on the Pay-Table, it is evident that these furnaces at Salisbury responded to the demand and furnished the wherewithal (with which to bring the Independence) to a marked degree in output as well as in quality,

Again in 1778 the Assembly voted that the Estate of Richard Smith be improved and occupied for use and benefit of the State; that it be seized and appropriated by the special order of the General Assembly. And the following men were declared to be exempt from war service, to work at the furnace and cannon foundry:

Managers and clark	3
Founder, firemen and mongers	10
Draughtsmen, patternmen and turners	3
Borers of cannon	2
Dressers of cannon	2
Clay spanker and gutterman	2
Fillers	2
Banksmen	1
Ore burner	1
Ore pounder	1
Ore wheeler	1
Carpenter	1
Colliers and ore diggers	30
	—
Total	59

As a matter of record and interest, one of the myriads of letters that must have been written to the overseers of this historic Cannon Foundry is given below:

Lebanon, July 17, 1776.

Sir: I had wrote you this day a letter which will be delivered you by the bearer, to which I refer you; since which your letter of the 16th instant came to hand. The powder you request will be sent forward directly, and you will load the team back with an assortment of the different kinds of Ball you have made, to be delivered to the care of Capt. William Tiley at Hartford. The nine-pounders being now wanted, you will proceed with all diligence to have them drilled and bored and deliver them when called for to Colo. Jonathan Pettibone, who will provide proper teams and carriages and transport them to Hartford as soon as may be. The twelve-pounders you will get ready with all dispatch to be transported where the public service shall require them, agreeable to such orders as may

be given hereafter; but should a requisition be made by General Washington, you will permit them to be transported to the North River, without waiting for further orders for that purpose. I would have you proceed and cast eighteen-pounders as soon as you find it practicable. I am, with Esteem and Regard, Sir,

Your Humble Servant,

Jonth. Trumbull.

To Colo. Joshua Porter
In Salisbury.

From the above, it is quite evident that the cannon were "drilled and bored," but by what process of mechanic's tools at that time, it seems difficult to discover. It is known that the bore or cylinder of a gun of that period was seldom "true," as proved by the "disparting" of the gun when mounted and ready for use. In some of the Yankee ships that went out against Britain during the Revolutionary War there was a semblance of principle and tactics in the art of Naval gunnery, adopted according to the qualifications of the individual officer or petty officer who had perhaps acquired an education in the art prior to the opening of hostilities, or who absorbed it by instinct. But, in a large majority of ships, particularly the privateers, such qualifications and principles were quite elementary, if not entirely lacking. The constructions of these guns must have necessarily been crude, the castings far from perfect, especially in the hurried manner in which they were produced, and it must have been a rarity to find an American Naval gunner skilled enough to accurately measure heights, depths, breadths and lengths, gauge distances properly, and to draw or plot; and seldom did the majority of our naval officers possess all of the necessary implements and accessories to work with as a review of inventories and lists of ship's properties discloses. There were many things needed for use and safety which could not be provided. If they had the most meagre requirements they considered themselves fortunate, and they were only able to improve their situations by now and then



SITE OF REVOLUTIONARY WAR CANNON FOUNDRY
AT SALISBURY, CONN. (1854)
Courtesy of Malcolm D. Rudd, Esq.

capturing from the enemy the desired necessities, such for instance as caliper compasses with which to measure shot and calibers for them. It must have been a rare occurrence if a gunner was possessed of a staff with two heads thereon, accurately placed and lined for the purpose of ascertaining whether his gun was truly bored or not. Many guns were found imperfect in this particular, whereby one part of the metal at the base ring would be thinner than on its opposite side, and thereby be the cause of poor marksmanship. Most guns had no muzzle sights or base ring sights. The base ring was so much thicker than the muzzle ring, that were the muzzle sights provided, they would interfere on the outside of the gun port on the recoil when discharged; so that the skill, when it was at all pronounced in the combat was largely due to the gunner's instinct, and if he had a lop-sided bore the life of his gun, as well as himself and his crew, were oftentimes jeopardized by want of this knowledge.

The "dispart" or sighting was fairly well understood, perhaps, as this process was somewhat simple to determine if the gun was not "chamber-bored," and most of them were not in those days. Disparting was done by taking the priming-iron and putting it down in the touch-hole or vent until it rested upon the metal in the bottom of the bore; a mark was then made on the priming-iron even with the top of the base ring. The priming-iron was likewise applied to the bottom of the metal at the muzzle, and so much higher as the mark was which was made at the base ring than the muzzle ring, so much was the "dispart" or line of sight to be allowed for. This amount in inches and parts of inches was presumed to be known to each gun captain. Then again cracks and flaws were responsible, in cast-iron ordnance, for many disasters during the Revolution, as well as the War of 1812, and many of the guns were honeycombed; these defects were difficult to find until after the gun had burst.

The following table of gun sizes, weights, powder charges and point-blank distance capacity has been discovered, as an interesting adjunct, showing, in a rough way, approximate figures that were considered as near enough for all practical purposes in the bygone days of naval gunnery:

Diam. of Bore inches	Length of Gun ft. inches	Weight of Gun pounds	Breadth of Ladle inches	Length of Ladle inches	Weight of Powder pounds	Diam. of Shot inches	Weight of Shot pounds	Point Blank Distance feet
1.2	4 6	200	1.0	4.0	0.8	1.1	0.5	180
2.2	6 0	400	2.0	7.4	1.4	2.1	1.5	270
3.0	7 0	750	3.0	8.4	2.8	2.8	3.4	360
3.6	8 0	1400	3.5	10.4	4.0	3.5	6.0	480
4.2	9 0	1900	4.1	12.0	6.4	4.0	9.0	525
5.3	11 0	4400	5.2	16.0	11.6	5.0	18.0	550

The above figures include full-size cast-iron ordnance from swivel guns to the eighteen-pounders, for military use. Those intended for naval use would be about two-thirds the length, and in some instances, where the guns were to be used in cramped deck quarters, one-half the length specified, with consequent lighter weight and carrying capacity; and all assuming the guns were "true-bored." There were doubtless manuals of naval gunnery in crude form employed during the Revolution, and it was perhaps assumed that a gunner, before he ordered a shot fired, was competent to consider that if the gun laid point-blank, he should wad the shot to keep it close to the powder, and thereby avoid a possible break, when discharged, at the vacant place, as many lives were lost on this account; but it is quite safe to presume that the large majority of our ships and privateers were not supplied with men sufficiently trained with either the scientific knowledge or complete equipment that some of their adversaries enjoyed.

Concerning the system or method of mechanics employed in the drilling or boring of cannon, research develops that during the eighteenth century and about the time of the American Revolution, the boring consisted only in the enlargement of the "founded" bore, conformable to the caliber desired to attain. In some of the cannon foundries it was the practice to "found" the cannon over the core (as it was called), or *with* the bore, which afterwards was regulated to caliber by means of the borer. In other foundries the cannon were cast "massive" or solid, and bored afterwards in the boring-mill, and from what can now be discovered, this latter method evidently prevailed at Salisbury. By a careful review of what few references there are extant on this mechanical subject, as applying

to those times, the boring-mill worked vertically, the machines being constructed according to the old and imperfect system whereby the cannon rested stationary in a vertical position, muzzle down, fastened or wedged with wooden wedges or forms into a heavy wooden sledge-like receptacle, which ran up and down in the greased furrows or run-ways of two heavy wooden vertical side-beams, which sledge, with its cannon therein fastened, could be moved up and down by means of blocks and falls from overhead. Beneath the cannon and in the direction of its axis, was the boring spindle, arranged to turn around in a heavy wooden greased frame-work, attached to the bottom of which spindle was a heavy iron base-ring, and bolted to that were wooden cross-beams of considerable weight and length, by which means the borer was turned around by horses walking about in a large circle. The pressure required while boring was effected by the weight of the sledge and cannon, which pressure was regulated by means of counter-balances. But as the borer must have had some scope or "play," and was thus brought out of its exact vertical position, and as the cannon itself must not have been always fastened firmly and exactly in its perfect vertical axis, it is easy to understand why, by reason of these rather crude mechanics, the finished bore of the gun was not perfect to the axis line. By the process of gearing at the base-ring of the machine, the speed of the borer might have been increased at the end of the horse walking-beam without increasing the speed of the horse, and doubtless this was done. As the bellows for the blast at the Salisbury Furnace are recorded as being worked by water power, it is quite probable, perhaps, assuming that the boring-mill was located near the dam or its sluice-way, that a vertical wooden-spindled water-wheel with the old-style horizontal paddles or buckets (such as has been found in the ancient saw-mill on Blackledge River in Hebron) might have been utilized to obtain the required power, in lieu of horses.

The system of lubricating the boring tool must have been quite crude and inconvenient, requiring the stopping of the mill at frequent intervals to "grease up" by wadding the bore or hole started in the gun, with enough grease to last until the next stop. These boring mills might have been arranged in batteries of two or more mills in one building, so that more

than one gun could be undergoing this process at a time. The boring-point, or tool itself, at the end of the spindle was the most important part of the equipment, as it necessarily must have been of steel properly hardened, and as the "refining" mill was at Colebrook, and many references appear relating to this other important plant as existing, not *far* distant from Salisbury, although perhaps a day's journey in those times, it is quite probable that the necessary "temper" required for the tools came from that mill. Occasional references exist concerning the "patterns" for the casting of cannon at Salisbury, but the patterns themselves have doubtless long since become extinct, unless the cannons themselves cast from the patterns may form sufficient evidence of all the intricacies, designs, rings, etc., that may have been made for their ornamentation,—and what few of them remain as trophies of the past, here and there, are so corroded and wasted by the elements of time, that it is difficult now to gain any accurate idea of their original appearance. From the letters of Capt. John Deshon of Groton, found in the *Huntington Papers*, relating to the casting of the guns of the Frigate *Confederacy*, it would appear that those patterns must have been very elaborately designed; and it is quite possible that many of the guns that were cast at Salisbury for naval use, were exact copies of some of the guns that were captured from British privateers, and used as patterns, barring the Regal ornamentation and mottoes that many of them must have had in relief work along their barrels, and supplanted by Federal or State Arms.

In the 18th century naval guns were gradually reduced to two types,—long (18 to 25 calibers in length) and short (about 15 calibers). Near the end of the century carronades began to be used, particularly for upper deck guns. They were very short (5 or 6 calibers) and light, but fired large projectiles, with low velocity. Naval actions were usually fought at such very short ranges that a gun of this type was often exceedingly effective. The heaviest naval guns were usually about thirty-two pounders, which were carried by the largest ships. The gun carriages were constructed with heavy wooden sides called brackets, joined by smaller flat timbers called transoms, the whole supported by wooden trucks six to ten inches in diameter. The trunnions of the gun rested in trunnion sockets in the

tops of the brackets. As the carronades were not in evidence during the Revolution, not having been designed or cast until about 1779 in Scotland, there appears to be no records of them being patterned or cast at the Salisbury foundry during this period.

An account rendered by Col. Joshua Porter, manager of the Salisbury Furnace, for a *seven-months Blast*, ending December 31st, 1776 (*by courtesy of Malcolm D. Rudd, Esq.*), discloses the following items, which give a fair idea of the material supplied during 1776 alone:

tons cwt. qrs.					
116	17	0	Cannon—9pdrs—12pdrs—18pdrs	£8179—10—0	
40	1	1	do 3pdrs—4pdrs—6pdrs, and Swivels	3205—1—5	
38	3	2	Shot and Ball	1527—5—4	
0	15	3	Grape shot	37—6—1	
0	3	2	Hand Grenades	19—10—0	
0	3	2	Hollow ware (iron pots)	6—11—4	
8	9	2	Castings	254—8—8	
80	2	0	Pig Iron	600—15—0	
7	4	0	Twelve cannon 6pdrs on hand	576—0—0	
0	7	2	One do 6pdr. light	30—0—0	
0	17	2	One do 9pdr. short at muzzle	52—10—0	
1	10	0	Three do refused, different sizes	7—10—0	
4	19	1	Pig Iron, Forge Hammers, etc., on hand	46—10—0	
					£14542—17—10

Sundry deductions for charges in the account against the first Blast, for a Boring Mill, Cannon Patterns, & Tubs to cast the cannon in, left on hand, with an old moulding house, and sundry articles, provisions, &c., supplied for the second blast,—	£334—19—0
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Voluminous contracts, records, agreements, account books and papers pertaining to the operation of the Salisbury Cannon Foundry are on file among the State Archives at Hartford, and a review of some of these interesting documents indicates that while many consignments of cannon were "on Colony Account," and charged to the selectmen of the various towns, there were also evidently depot agents who were authorized to receive and receipt for a large majority of the guns that were cast for the naval and military use as called for by the several organizations and ships that needed them throughout the state and on the seaboard. General Philip Schuyler appears to have received many cannon from this foundry. New London, New Haven, Milford, Stratford, Fairfield, Norwalk, the Parish of Stratfield (now near Bridgeport), Stamford and Greenwich

received these "protectors of the coast" quite abundantly. Andrew Huntington and Capt. Jabez Perkins of Norwich are frequently mentioned on the books as receiving swivels, four and six pounders for ships and privateers; and for the Connecticut River towns, Capt. William Tiley of Hartford was generally the one who received the many and various team-deliveries of cannon and ball for the use of those Privateers hailing from the River ports. Dudley Case of Simsbury and Major Mark Leavenworth were the authorized appointees to receive the guns and their supplies for the army.

The force of workmen employed at the Salisbury Furnace during the war naturally changed as time went on, but there must have been a regiment of them, first and last, by a cursory review of the papers, records and pay vouchers on file. The Master Workman appears to have been Lemuel Bryant. The first Clerk of the Works was William Whiting, and afterwards, when Benjamin Henshaw of Middletown and William Whiting were appointed to succeed Colonel Porter, who was called into the military service, we find Benjamin Prime acted as Clerk of the Works and also Officer of the Guard. The watchman was David Oldham. One of the clay-spankers was David Dunbar. Jonathan Washburn and Solomon Keith were rated as moulders. Others employed were Zebulon White, Ariel Crouder, John Pumpelly, Thomas Tomlinson, John Bush, Duncan Campbell, Philip Aspel, Murdock McLean, John McLean, Nicholas Porter, John Welsh and Zacheus Owen.

The "*List of the Government Guard*" at the Salisbury Furnace, during the months of May and June, 1777, was as follows:

Benjamin Prime,	Elijah Smith
Officer of the Guard	John Mallet
Simeon Strong	Samuel Pierpont
William Pinkerton	Titus Chapman
Timothy Bliss	Eliphalet Wheeler
Edward Whitcomb	Martin Tubbs
Ichabod French	Joel White
Abraham Bethrong	Perez Simmons
Jacob McLean	John Evarts
David Oldham	Richard Bignall
Ezra Crane	Benajah Williams

Alexander Moore
 Silas Leonard Hall
 Thomas Ficks
 Joseph Bissell
 John Betts
 James Berry
 William Hall
 Martin Bates
 Asa Landon
 William Beebe

Aaron Owen
 Prince Williams
 Noah Grinnell
 Purchase Capen
 Matthew Tousey
 Abraham Anable
 Aaron Swetland
 Asahel Bissell
 David Beebe Jr.

Furnace Guard, Wednesday Night, June 25th, 1777.

William Beebe
 Matthew Tousey
 Martin Bates
 David Beebe Jr.

ORDERS:

To patrol from Furnace Barn to Col. Porter's corner, by and in the Bridge House & to the Upper Dam. If any disorderly person or persons appear that cannot give a good account of themselves and are unknown, they are to be kept under guard till morning.

Countersign—"Stratford."

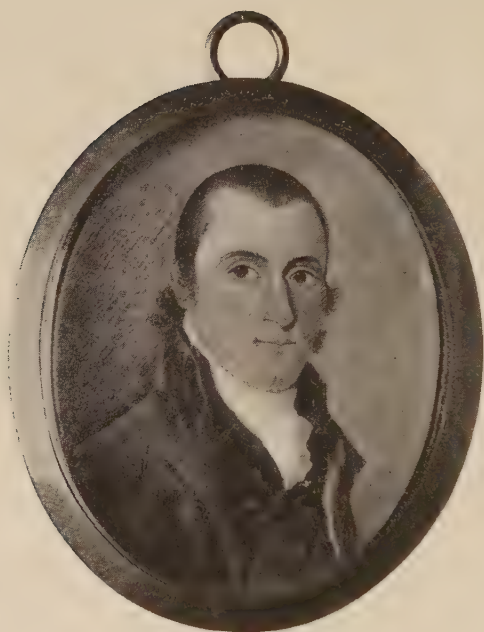
Per order Benjamin Prime.

There were numerous orders issued from time to time similar to the above, with different patrol assignments and different countersigns, as shown by the "returned" Orders amongst the papers of the Salisbury "budget." One of them bearing date Sept. 1st, 1777, has but two guards posted for the night, viz., Purchase Capen and Aaron Swetland, the countersign being "Washington." Endorsement on the Orders being as follows: "Thursday night, Asahel Bissell, Noah Grinnell and Asa Landon were relieved about nine o'clock. Abraham Bethrong was hailed by the centinel but passed him and came up towards the guard house, the centinel calling to the guard; they turned out and one of them laid hold of Bethrong, who struck Bissell, the man who endeavored to secure him. Bethrong having a horse with him to return, which he had borrowed, and being

known, was dismissed to be enquired of concerning his affray tomorrow morning." From the accounts there appears to have been a general store at the furnace, and the day-books are replete with entries of sales of every character and description, all of which indicates that the Furnace was a busy locality and quite well guarded during the entire period of hostilities.

COLONEL JOSHUA PORTER.

Colonel Joshua Porter of Salisbury, Connecticut, whose miniature portrait is herein reproduced, was one of Connecticut's most active men during the whole period of the critical existence of the nation. He was born at Lebanon, Connecticut, June 26, 1730, educated at Yale College, graduating in 1754; engaged for a short time after graduating in teaching school in North Carolina. He became a resident of Salisbury in 1757 and lived there the rest of his life, and was a practicing physician there until about 1797. During the Revolutionary War he was commissioned Lieutenant Colonel of the 17th Regiment of Connecticut Militia, being in command of a regiment at Peekskill, at the burning of Danbury, and at the Battle of Saratoga; and was particularly active during the war as superintendent of the Cannon Foundry and Furnaces at Salisbury. He was also a member of the group of patriots who advanced their individual funds for the prosecution of the expedition to Ticonderoga, led by his townsman Col. Ethan Allen; and was a member of the Connecticut Council of Safety. In civil life he was Judge of Probate for the District of Sharon (which included several towns) from 1774-1812; Judge of the Litchfield County Court, 1791-1808; and a member of the Connecticut Legislature from Salisbury some forty sessions between 1765 and 1801. Colonel Porter died at Salisbury April 2, 1825.



COLONEL JOSHUA PORTER
Superintendent Salisbury Cannon Foundry
During Revolutionary War
From a miniature by Sully
Courtesy of Peter A. Porter, Esq., Buffalo, N. Y

CONNECTICUT as well as other new-born states, was in immediate want of the much needed commodity of lead for musket balls. The lead mine at Middletown was therefore put into commission early in the war, and as records show, was evidently worked to its full capacity until the supply was nearly exhausted. The Lead Works were committed to the management of Captain Samuel Russell, and according to the Geological Survey of the State made by Dr. Charles U. Shepard in 1837, the mine was located directly upon the bank of the Connecticut River. The lead here occurred in a thin bed or seam of quartz included in mica slate, and had a thickness of from 10 to 20 inches, the strata dipping west between 35° and 45°. The ore was associated with blende, iron pyrites, and rarely with yellow copper pyrites. The excavations that were made here during the early part of the war, prove that the mine must have been worked to a very considerable extent. Twenty-six bullets made a pound, and thousands of pounds were delivered from this source of supply.

Fire-arms and gun-locks were at a premium, as evidenced by the Resolves of the Assembly. Muskets were manufactured at East Haddam Landing on the Connecticut River by Timothy Green, and at Norwich, Windham and other places; and many of the gun-locks were made by Silas Phelps of Lebanon, while William Lax of Norwich, master blacksmith and wheelwright, had all he could attend to in filling requisitions for gun-carriages, wheels, and ship-mounts for cannon. He was also a Lieutenant and a Fireworker in a local artillery company.

Gunpowder was carefully conserved, and many secret expeditions to the West Indies were made by chartered vessels under the direction of Capt. John Deshon of Groton, to procure it. Saltpetre and sulphur were gradually produced, and the process of manufacturing gunpowder was undertaken with success at Windham, by Elderkin and Wales; and as for the saltpetre there was a bounty offered of three shillings per pound made, and an additional three shillings per pound for the saltpetre itself. By an unique experiment at little cost, this little industry spread itself amongst the farmers quite generally. A

Rhode Island item encountered in a communication to Stephen Hopkins, then at Philadelphia as a Delegate to Congress, under date of November 27th, 1775, reads as follows:—

“As I am well convinced that the Ministry will act in America next year with powerful armies, I am under the greatest apprehension that we shall be deficient in the most necessary article of gunpowder. The measures hitherto taken to provide it seem to me totally inadequate to our demands, and my attention hath been constantly towards a probable means of supplying them. It appears that saltpetre may be more expeditiously made by a more simple operation, out of the earth taken from under buildings than in any other way. I myself have set some leaches and procured saltpetre of the best quality from earth taken from under my barn, and am convinced that the whole process may be completed in four days. I propose that Congress address the inhabitants of the Colonies recommending it by the most cogent arguments and motives that the important subject will afford, to every farmer who hath a barn and crib, immediately to set up leaches in proportion to the dimensions of his buildings for the making of saltpetre. Let the Congress also recommend it to the several Colonies, their Assemblies and Conventions, to give such a price for it for a limited time as will be sufficient encouragement to the undertaking, and subject to penalties all those who have buildings suitable for the purpose and shall neglect or refuse at this critical juncture, to make an article so essentially necessary to the preservation of the country. In this case it will be necessary to appoint committees in every town and parish to care that the resolutions be punctually complied with. The farmers who have large barns and cribs may, to their great profit at small expense for each hogshead only and by the same fire that keeps them warm, easily make during the course of the winter, thirty or forty pounds. I set four molasses hogsheads for leaches of earth taken down as low as twelve inches, in the same manner as they are set to make soap, except that I do not use lime. They stood two nights and one day. I then drew off the lye, boiled it half way, strained it through the ashes that had been leached before, then boiled it again until it was the proper consistence, which is determined by putting it in a spoon or saucer to cool. If it shoots into crystals it is boiled enough.

THIS may certify, That a Quantity of Salt Petre offered for Inspection, by *Sarnell
Hough* — of *Norwich* the Maker thereof, amounting to *100 Pounds* &c.
Weight, is well and carefully inspected, and according to *my* — best Judgment
and Skill, the same is found to be pure, clean and dry, free from any corrupt Mixture, the
said *Sarnell Hough* having made Oath according to the Direction of the Law
in such Case made and provided; which Salt Petre is received for the Use of this Colony. Dat-
ed at *Norwich* *14* Day of *May* *1776*
10.72
Samuel Hathorn Select Man,
or
Select Men.

SALTPETRE CERTIFICATES

From the original in the Connecticut State Archives.

Then set it in a vessel to cool. The next morning the saltpetre is made. In the evening I poured off the lye, put the saltpetre into a pail, poured boiling water upon it and stirred it until it was entirely dissolved and set it away to cool. In the morning the saltpetre was perfectly clarified. This was my first trial. Upon further experience I suppose great improvement may be made in the process."

Experience Robinson of Windham, Connecticut, was employed as inspector of saltpetre, and his operations ranged anywhere from Canada to Scotland. Canada was a little village in the town of Goshen, in Litchfield County, and Scotland was another little village in the eastern part of Windham. His carting and inspecting vouchers on file show that he collected and inspected saltpetre from the farmers, exceeding three tons at different times.

Hundreds of Saltpetre Certificates repose in the Connecticut archives, and the following shows the form that was required to be submitted with each consignment of saltpetre produced, inspected and collected, but many of these certificates were not on printed forms. They were doubtless preserved as vouchers by Elderkin and Wales at their powder mill at Windham.

The charcoal which was the main necessary ingredient of gunpowder was, of course, readily supplied in the same manner, and that did not seem to be the source of so much anxiety.

Sulphur, the other needed commodity, seems to have been quite readily "acquired" in large quantities, as evidence occurs that early measures were taken to obtain it in the West Indies, where a large deposit of it was found at the southwest part of the Island of Dominica, near the harbor of Roseau or Charlottetown, where it was so plentiful that boats made easy landings alongside the banks and returned to their several vessels laden with it,—and both the northern and southern colonies took advantage of this opportunity at a seasonable time.

Many of the other needed supplies of all sorts were as ingeniously produced, according to the true methods of Yankee contriving and invention, combined with the strict embargoes laid upon trading away anything that would deviate from the absolute necessities of the times.

Rum was apparently one of those necessities in Connecticut as in all of the other colonies; in fact, that was what

was used to maintain bodily warmth and circulation while the hardships of the winter climate had to be endured. Stoves were as a rule too luxurious to afford, and were seldom used on shipboard except for cooking, and sometimes, when the supply of wood became exhausted, or needed to be conserved on a long cruise, perhaps the "grog" was the only means of holding the body "fit for duty," and when it failed to accomplish that purpose, the practice might have been overdone.

"In all which strife stressed sailors have the pain,
 "By drudging, pulling, hawling, standing to it
 "In cold and rain, both dry and wet, they strain
 "Themselves, and toyl; none else but they must do it.
 "Both stem and stern do answer to the Helme,
 "The steersman sings, no grief his joy can whelm."

The industry of shipbuilding was extensively carried on during the War, particularly at the river ports, where maritime ventures of the enemy would not be so apt to interfere. The stocks at Hartford, Wethersfield (Rocky Hill), Portland (Gildersleeve's), Middletown, Middle Haddam or Chatham (Knowles's Landing), Haddam (Higganum), East Haddam Landing, and Essex, or Saybrook as it was then called, were filled with brigs, schooners and sloops, and launchings were of common occurrence. At Portland, or East Middletown as it was then called (Gildersleeve's Landing), were built and launched the Continental Navy ships *Trumbull*, 36 guns, 700 tons, the *Bourbon*, 40 guns, and the *Connecticut* of 24 guns; and the State ship *Oliver Cromwell* was built at Capt. Uriah Hayden's shipyard at Essex (Saybrook) in 1775. Many vessels of all kinds were built on the Thames, including the Frigate *Confederacy*, and Derby, on the Housatonic River, was also a ship-building center of considerable importance.

ESPIONAGE.

IN Connecticut, as in other neighboring Colonies, particularly on the seaboard, there were persons inimical to the liberties of this and other United States of America, who were forming dangerous connections and using every method in their power to communicate with and assist the enemy. Accordingly, at the October 1776 Session of the Assembly, steps were taken to appoint a Committee, to convene before them all such suspected persons, and if upon their examination they were adjudged dangerous, the committee were authorized to send such persons under proper guard to such places in the Colony as should be designated by the Council of Safety and for such time as the public security required. This Committee was composed of Abraham Davenport of Stamford, Thomas Fitch of Norwalk, Andrew Adams of Litchfield, Daniel Sherman of Woodbury, and Josiah Bissell of Windsor, and, as records disclose, many such persons were disposed of in the manner prescribed. As the war progressed, however, it was found that many of this class of persons were wandering from place to place with intent to spy out the state of the Colony and give intelligence to the enemy; and during the May Session of 1777 another Act was passed to prevent traitorous practices which would endanger and prejudice some of the inhabitants. By the provisions of this Act, persons were not allowed to travel without proper permits or credentials from some of the "Assistants," Justices of the Peace, Selectmen, or Committee of Inspection and Safety,—certifying where the bearer belonged, the place to which he was traveling, and that he was reputed to be friendly to the United States of America. If, upon examination, such persons were unable to give a good account of themselves, they were committed to "gaol," or compelled to give bond for their good behavior, as the nature of the case required. In order to provide for this contingency which had arisen and seemed quite advisable and necessary to recognize, Governor Trumbull, after due care and

consideration, appointed, with the advice of Council, *Simeon Newell* of Farmington as the initial Connecticut representative for the hazardous occupation of State detective, or secret service agent, which evidence has been encountered in reviewing some of the records. This service by its very nature was indeed a hazardous one to assume, and there are but one or two guarded references thereto, available; but Lieut. Newell appears to have received for this espionage service, according to one of his vouchers preserved on file, dated May 23rd, 1780, £118-16-0 for himself and horse while traveling throughout the state in the performance of this dangerous work.

"Dr. The State of Connecticut, to Simeon Newell.
May 23.

1780—To 116 days service, himself and horse
at his own expense, for detection of traitorous Practices by special Direction of
His Excellency Govr. Trumbull, at 18/
per day L money£118-16

Hartford, May 26, 1780

Received of Pay Table Committee, an Order
on Treasurer for one hundred & eighteen
pounds L.M. in full of the above account.

P Simeon Newell."

Whether any of this work entailed any investigations of a naval character or not is, of course, not known; but as much of this service was necessary along the narrow reaches of the Sound towards New York, where Tory excursions to and from Long Island were so prevalent in 1779 and following, it is quite safe to assume that the range of his operations were directed in that quarter, as the only one of his communications thus far observed would indicate:

"May it Please your Excellency:

Under the most feeling sense of danger which impends (I had almost said devoted) the country, I would in a word speak what I think, shall trust my simplicity with your Ex-

cellency as an apology. The universal declension of manners and want of spirit to support government in general is enough (I think) to rouse to the most vigorous exertions every heart not petrified to an adamant, instead of which to the least sanguine might with reason and propriety expect it from a country like ours. The laws in general are broken with impunity even in the face of day. It is not, may it please your Excellency, the only barr in the way of establishing our independence. If there are now in the state, laws sufficient to apprehend and bring to immediate and condign punishment every offender, then how unpardonable are the whole body of executive officers. If there are not already laws, how infinitely and immediately necessary is it such should be made and executed speedily and with the most intense vigour. The more I travel and inquire the more I am shocked. My country seems like a person bleeding at both jugulars, and speaking generally, not a friendly hand to administer relief. Is it possible we can succeed in our present struggle until we have less frequent instances of treachery and more frequent instances of traitors being made ostensible examples to the world? Since I saw your Excellency, I saw Captain Phelps who came from Stratford. Of him I made inquiry, he in the meantime not being apprised of my design. Many things he said convinced me that high handed villainy is still going on. He mentioned the names sent to Col. Dimon which by said Dimon's order had apprehended and sent to New Milford for Peet who was hid at Samuel Peet's,—found him,—had them all secured under guard; the matter coming to Colo. Whiting's knowledge, he interposed as commandant of the Western Brigade and released the whole and said he would raise his regiment and release them if no other way could effect their enlargement. Were it not for your Excellency's undoubted firmness I should feel a damp on my spirits in my further pursuits. I have made a journey from New Haven eastward &c. and made and laid a foundation for further discoveries. Shall prosecute every means in my power to serve the public. Meantime I am your Excellency's

Most Obed.

Farmington.

Most Humble Servt.

Nov. 22, 1779.

Simeon Newell."

His Excellency Governor Trumbull Esq^r."

Early in 1779, Dr. Silas Hodges of Concord, Massachusetts, was also taken into this service by Governor Trumbull, and he evidently remained, with Lieutenant Newell as his accomplice, until after May 26th, 1780. The scope of Dr. Hodges' operations, like those of Lieutenant Newell, is not precisely disclosed. The following letter is found, setting forth his capabilities, fidelity, etc., from Oliver Prescott, of Boston, Massachusetts Bay:

"Boston, June 15, 1779.

"Sir: We acknowledge the receipt of your favour by Dr. Hodges. We should be very happy to contribute anything in our power for the detecting and bringing to punishment such villains as are endeavoring to ruin this country, and have advised Dr. Hodges immediately to repair to the State of Connecticut for the purposes mentioned in your Excellency's letter. We have hitherto found him faithful and very particularly serviceable in detecting the internal enemies of the United States of America, and have no doubt of his good intentions and performance upon meeting with proper encouragement in such dangerous employ. The Committee of this State are determined to continue their vigilance and fidelity in the business for which they are appointed.

In the name and behalf of the committee, I am Your Excellency's

Most Obedt. and Humble Servt.

Oliver Prescott.

His Excellency Governor Trumbull."

The only letter in evidence of Dr. Silas Hodges' exertions in this matter, is as follows:

"Hartford, January 4, 1780.

"Sir: Your Excellency will by these understand that in obedience to your Excellency's requirements I made a journey into Connecticut as aforementioned with intentions of going to Stamford and Greenwich and elsewhere as I found was absolutely necessary from the situation of affairs as some jealousies had arisen among that sort of people, which jealousy was of importance to be removed, which I think I have accom-

plished. Expect to have had the honor of laying the matter before your Excellency, but your not coming to Hartford, together with the inclemency of the weather, has entirely hindered both my seeing your Excellency and further presenting matters at present and must, from the nature of matters recommend the suspension of a further prosecution at present, as the prospect is it relates to other States demands. Shall wait on your Excellency as soon as I find it necessary for further prosecution &c.

Am Your Excellency's Most Obed. Servt.

Silas Hodges.

P. S. I should think William Peet, David Peet, Benjamin Peet & Ward, Burnham, and Hoyt should be seized &c."

The following "joint" letter appears of record, written from Hartford, May 26, 1780:

"Your Excellency will please accept this as our sincere acknowledgement and thanks for the many and repeated favours shown us since we engaged in the service of this State by Your Excellency's desire, having a complete satisfaction in your whole conduct towards us. Should esteem ourselves happy in executing your commands at all times.

Your Excellency's Most Obed. Humble Servents,

Simeon Newell.

Silas Hodges."

"P. S. Beg liberty to say we were much surprised to find your Honbl. Council are determined to cramp with an ungenerous hand those men who are willing to hazard their lives, and all to suppress the villany of those that wish to ruin this our dear country. S. N. and S. H."

(26 May 1780. *Recd. idem vespere. J. T.*)

The following voucher indicates an expenditure of about £460 for Dr. Hodges' services in Connecticut from February 13th, 1779, to May 23d, 1780:

“Feb. 13 To Sundry Services and Expenses detecting
1779 traitorous conspiracies against this and the
United States by order of Governor Trum-
bull per account, 110 days himself and his
horse, and expenses.....£86-13-0

Feb. 13

1779. By Cash received of his Excellency Govr.
Trumbull as per request 86-13-0

June 21

1779. To sundry similar services and expenses as
per acct. rendered to His Excellency... 273—5—0

June 21

1779. By Cash received of His Excellency as per request	273—5—0
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£359-18-0

May 23

1780. To sundry services and expenses to detect traitorous conspiracies against this and the United States by order of Governor Trumbull per account, 110 days himself and his horse, and expenses	£99—0—0
To 5 dollars silver expended in said business	1—10—0

£100-10-0

Hartford, May 26th 1780.

Received of Pay Table Committee an order on Treasurer for £100-10 L. M. in full of the above acct.

Silas Hodges."

What the detailed results of these espionage operations were will of course never be known. Some results in general are now and then referred to, both in the military as well as the naval service of the state; the latter in connection more particularly with illicit trade and its prevention,—the former in connection with British spies. There are found to be records of the court martial, conviction and execution of Robert

Thompson, British spy, executed by hanging, at Newtown, June 9, 1777, ordered by General Parsons; David Farnsworth and John Blair, who, as British spies, were tried and found guilty at a Division Court Martial held at Danbury, Oct. 18, 1778, and were also executed. Other less flagrant cases were punished by imprisonment, confiscation of properties, and banishment to Halifax.



THE SAG-HARBOR EXPEDITION.

ONE of the most important combined naval and military exploits of the Revolution was organized under the direction of Lieut. Colonel Return Jonathan Meigs of Middletown, in the spring of 1777, whereby the British occupation of Sag Harbor, Long Island, was quite effectively distressed. With about two hundred and thirty men in thirteen or fourteen whaleboats, Colonel Meigs took his departure from New Haven, skirting the Connecticut shore as far as Sachem's Head in the town of Guilford, in order that he might more easily cross the Sound, its width being considerably less at that point. There his force was augmented by one hundred and seventy more of his men, and in the early afternoon of May 23rd, 1777, the expedition left for Sag Harbor, where they arrived about midnight. The advance was made in secrecy and silence to within two hundred yards of the enemy's position, when the attack was made from five different points of vantage. There was much British shipping lying in the harbor, including a twelve-gun schooner, which opened fire, but so rapid were the movements of the invaders that the place was captured before the ship's guns could do any damage. The result of this exploit was the destruction of *twelve* British vessels together with a large quantity of provisions and forage intended for the British Army of Occupation at New York. Six of the enemy were killed and ninety were made prisoners. This expedition was successfully accomplished by a boat journey of something like ninety miles in twenty-four hours and without the loss of a single man. Congress was not negligent in recognizing this remarkable exploit, and an appropriate memorial and sword were presented to Colonel Meigs for his successful venture.

BY a review of the history of the vessels built, or purchased, and employed by the State of Connecticut during the Revolutionary War, it will be observed that not one of them survived the period of the war. The chartered brigantine *Minerva* was returned early in the conflict to her owner, Captain William Griswold of Wethersfield, but was afterwards employed as a privateer, first under the command of Captain Dudley Saltonstall, and on her second cruise by Captain James Angel, as shown in the records of the Privateers, and gave a good account of herself. The *Spy*, *Oliver Cromwell*, *Schuyler*, *Shark*, *Crane*, *Whiting*, *Old Defence*, *New Defence* and *Guilford*, were all captured by the enemy before 1780. The ship *Defence* was wrecked on Goshen Reef, presumably to avoid capture; and the final resting places of the brig *America* and the *Mifflin* have never been discovered. They, too, were doubtless taken or burned. Captain Robert Niles of the *Spy*, was taken prisoner twice by the British, and carried to England, finally returning after two years of confinement; Captain William Coit, the first commander of the *Oliver Cromwell*, was dismissed, and afterwards commanded a privateer sloop named *America*, in West Indian waters, and died in North Carolina in 1802; Captain Seth Harding (who had subsequent command of the *Cromwell*) was appointed to the Continental Navy, and while in command of the *Confederacy* frigate, was captured by two British frigates, spent considerable time in a British prison in England, and returned in 1781, taking command of the privateer brig *Diana* until the close of hostilities; Captain Timothy Parker, who succeeded Captain Harding to the command of the *Cromwell*, was twice taken by the British, and finally had to surrender the *Cromwell* to two British cruisers, in combat, and subsequently went to privateering in the *Scourge*, *Prudence*, etc. Captain David Hawley, who commanded the *Seaflower*, *Royal Savage*, *Schuyler* and *Guilford*, had been taken prisoner and sent to Halifax, eventually returning to carry on his work in privateering, later being successful in his many ventures. Captain Theophilus Stanton of the *Shark*, was forced to abandon his vessel in the

Hudson River to the British, as was also Captain Jehiel Tinker of the *Crane*. He also went privateering early in the conflict and lost his vessel, and later on, his life. Captain John McCleave of the *Whiting*, like Captains Stanton and Tinker, lost his vessel to the British in the Hudson, and went to privateering. Captain Daniel Deshon of the brig *Old Defence* was taken with his brig and carried a prisoner to the West Indies. What became of Samuel Barker of Branford, who commanded the galley *New Defence*, has not been found, but his vessel was lost to the British while under command of Captain Charles Pond, some twenty of whose men suffered and died in British prison ships. Captain Smedley, after the wreck of the *Defence*, commanded the privateer ship *Recovery*, and the *Hibernia*, and was twice taken prisoner, first being sent to a prison ship in New York, exchanged, and later sent to Old Mill Prison in England, from whence he finally escaped. After the war he commanded the brig *Newfield*, in West India trade, in 1787. Captain Kerr of the *Mifflin*, after a successful career in Long Island Sound, was appointed to the Continental Navy.

Many of the junior officers who served in these State vessels likewise met with prison experiences, and subsequently commanded privateers as their records show. Before the final disposal of this little State fleet of thirteen vessels, however, each one gave a remarkably good account of itself by the capturing of enemy craft on the high seas and in Long Island Sound, a total of *forty-one* British prizes, representing in conservative figures an amount aggregating over \$1,000,000, including cargoes, and hundreds of naval prisoners; and served to give the protection to the seaboard and to the State that was so much needed during the early and critical period of the conflict. The Lake Champlain flotilla, which included the *Royal Savage*, *Trumbull*, *Gates* and *New Haven*, while commanded by Connecticut mariners, was subject to Continental orders, and these vessels therefore should not rightfully be classed as Connecticut vessels, although included in the foregoing enumerations. They, too, were all lost in that expedition in the autumn of 1776. Were the logs and journals of these State vessels and their people available now, in addition to what records and other documentary evidence do remain,

the history of Connecticut's naval patriots would doubtless be more worthily augmented, but their deeds will remain consecrated to posterity.

HOMEWARD.

Abner lay—Abner lay out on your main yard,
Larra Ho! to buntlines and to brails.
Press down, fetch the slack up with the laniard,
Let the home-bound pendant meet the gales.

Abner stand—Abner stand by handy at your fore.
Ahoy ye hawlers all to lead the way.
Round aft your fore and sprisle sheets the more,
Spill your sails, hawl home clewlines as ye may.

Abner two—Abner two men at your helmne now,
The sea breaks strange, we'll spoom it for the free.
Look the guns fast 'gainst the flood from o'er the bow,
And see she scuds from the hollow of the sea.

THE Marine Committee of Congress, as well as those various and special committees—usually composed of shipbuilders of experience—appointed by the Councils of Safety in the various colonies, on their own account, were confronted with the all-important chore of getting together plans and detailed arrangements for the rapid construction of ships as a necessary preparation for meeting the exigencies of war. In the earlier days of ship construction it appears to have been the custom, especially by the British, to first require a complete miniature scale model of the hull of the craft for submission and consideration before acceptance, and many of these models were carefully followed in the actual building of their vessels,—and some of them were presumably rejected for technical or other reasons. But the general architecture of some of these models which have been preserved, can safely be relied upon as genuine witnesses of the elegance and strength employed in the old-time sailing ships, to show the technique of construction for defence as well as for commerce. But during the stress of times in America, it is quite safe to assume that few models, if any, were first wrought before beginning the construction of the ship itself, and that the regulation-drawn specifications were enough of a burden to contemplate, and oftentimes these were not precisely followed. A good ship model, like a carefully made 18th century quadrant, was not only a piece of super-cabinet work, but also very nearly, if not quite, a handsome piece of jewelry, consisting of luxurious carvings in ivory, bone, ebony, boxwood, mahogany or other semi-precious wood, carefully finished, mortised and tenoned joints, deck planking rabbetted, dove-tailed and pinned,—a miniature work of naval architecture de luxe, a display and record of the skillful artificer's patience and knowledge, and a representation of hours of labor running into years, and likewise a thing majestic, with all of its proper appointments, appurtenances and rigging.

Many different kinds of wood were used in the construction of the hulls of the vessels themselves, depending upon the locality of the builders. Britain, Holland, France and Spain had recourse to tropical and insular possessions where excellent suitable timber was plentiful, and no doubt the long life of



ADMIRALTY MODEL, STARBOARD SIDE, BRITISH FRIGATE OF THE
EIGHTEENTH CENTURY

From the original in the collection of Colonel H. H. Rogers of New York

some of their ships was attributable to their ability to take advantage of the variety, and to select those woods which proved most impervious to the action of salt water and its many ingredients. Probably the different teaks which were so popular with the shipbuilders were as lasting and staunch as any wood ever used. Most of the teak came from India, Java, Sumatra, Burmah, and some of it from Africa, while the famous Australian Jarrah-wood, Karri, Iron Bark, Blue Gum, and the Cuban Sabicu were considered almost as good as the teak, and quite as lasting. Of course the heavy timbering of many ships built in northern latitudes consisted largely of Live Oak, and many of them also contained tough pieces of resinous timber for the foothooks, keelsons, hawse timbers, stem and stern posts, knees, bitts, windlasses and rudders; and most all of the pines, including larch, hackmatack, tamarack and juniper were employed for outside and inside planking, wales, strakes, topside work, waterways and decks,—and occasionally the cedars, elms, birches and maples. In the American colonies, the construction depended largely upon what was handiest to get at. The North American white oak and resinous woods, black birch, hickory and rock elm went into many of our Revolutionary War craft, quite generally, but no one had time to construct the models. Before and after the War, however, such models were occasionally made, and some of them preserved, and it is not beyond reasonable expectation to find, even nowadays, a perfectly appointed and rigged ship model to a moderately small scale. The task of actually making such a model must have not only required the skill of the watchmaker's trade, but also that of the cabinet-maker and wood-carver, and most of all the natural-born and experienced seaman who must have been acquainted with all of the intricacies of form and proportion to be able to supply the hundreds of necessary details in order to meet the critical eye and have his work correct. Some of the beautiful old pieces may be said to bear this careful scrutiny and approach perfection, but the examiner must have the seaman's eye and nautical discernment well developed and capable of judging some of the now unknown details of the 18th century craft, and to feel the meaning and reason for an item or part, either in

the rig or architecture, which he has never seen or heard of before.

While the methods and practices of the rigger and shipwright in the American Colonies during the Revolutionary War days had not materially changed for nearly a century, these methods, practices and styles were certainly characterized locally. Wherever a Salem craft was seen, it was in a way, different from a Chesapeake Bay product of the same class,—the same as a contrast was immediately recognized between a French frigate and a British boat of the same class. Where the packet hailed from was known by the “cut of her jib,” as the old saying went, without even looking at her counter; and many a trained sailorman could often correctly guess her home port when he saw the main royal coming out of the fog. In fact, the look-outs ashore would bead their spy-glasses on the horizon for the sky-sails to come over the curve, and know at a glance the name of the vessel a whole day before she dropped her hook in the harbor. In case of doubt, it was the custom of master mariners and others who knew how, and were interested, to lay wagers among themselves, not only on her name, but how many days out, the value and kind of her cargo, and all sorts of things pertaining to the trip and her crew. Even the way the craft took the “bone in her teeth” when the hull was first visible coming head-on, was proof positive of her name and address.

The environs of Boston, Salem, Essex, Newburyport, Gloucester, Marblehead, Portsmouth, Scituate, the North River at Marshfield, New Bedford, or “Bedford” as it was then termed,—in fact, most every favorable inlet of the North Shore of New England, Cape Cod and Buzzard’s Bay, as well as those places in the neighborhood of Bristol and Providence, New London, Stonington, Norwich, Mystic and Saybrook, the lower reaches of the Connecticut River, New Haven, Old Milford, Stratford, and places on Long Island Sound, as well as the innumerable snug shipbuilding harbors of Maine and Chesapeake Bay ports, were responsible for all sorts of ship construction, prior to, during, and after the Revolution, in some places with success, and in others with hardship due to enemy incursions. Sloops, ketches, schooners, snows (a snow

was a brig-rigged vessel whose driver was bent to rings on a supplementary mast immediately abaft the mainmast), petti-augres, galleys, brigs, brigantines, and ships of various tonnage, all had their places on the ways, and hundreds of them were launched and plied the brine in search of British commerce, both as State or Colony enterprises, or as privateers, from the neighboring coastwise trading routes, to the West Indies, and many of them to the British coast itself, and how some of them remained afloat as long as they did is a mystery. Small tonnage was the rule in those days, medium freeboards, but staunch construction, hand-wrought hardware, crude tackle, and unmistakably rough results in navigation,—all went into the chance, whether storm or calm. Recoil from risk was seldom thought of. A full-rigged ship, 90 feet long and 24 feet wide, to traverse the unknown or semi-charted, and oftentimes uncharted waters of the Greater and Lesser Antilles in search of prizes and a return in safety with its spoils, to its home port at New London, with a load of prisoners and in some cases augmented by smallpox, seems today like a miniature though colossal miracle.

While it is undoubtedly true that many of the early craft, including those constructed during the Revolution, were actually laid down and built with little regard for a pre-determined, careful lay-out, and without plans or specifications at all, started and finished haphazard,—some of them that were intended to cope with the perils of the long deep-sea voyages and cruises against Britain, did receive some semblance of scientific and painstaking premeditation before being laid down, and the provision for displacement, draft, sea-worthiness and tonnage was more or less taken into consideration, but the limits of these considerations also depended upon the judgment of the shipbuilder as to whether she would be able, when completed, to slip out of the river at high tide without getting hung up on the bottom. This, of course, was good sense, as it was almost impossible to produce a channel by the process of dredging, for lack of machinery, that would allow him to enlarge his production; and this perhaps accounted for so many small ships in those days.

Iron was at a premium and sometimes unobtainable. This necessitated the use of the hickory peg as the best substitute.

Very seldom was the old-time hawse-hole trimmed with iron or filled with a cable made of that metal. The windlass, its bearings and ratchets, were made of wood. Whatever luxury and metallic expense could be indulged in, usually went into the anchor, and even *its* stock was of wood. Belaying pins and cleats were made of either hickory or birch,—in fact, everything that could be, was made of wood, and whatever hardware seemed necessary was produced by the village blacksmith, and made to fit where needed. Not until 1766 was an attempt made to obtain accuracy in originating screw-threads for heavy work, when Remsden's Dividing Engine was created. But this was not generally known or made use of or perfected, and it was not really until Henry Maudsley invented his lathe about 1800 that screw-threads were able to be classed as really approaching standardization.

The interior cabin and fo'castle finish in vessels of our Revolutionary War period, from a review of the many descriptive vouchers available, was generally plain and crude, though made for service and moderately comfortable in ordinary craft. Oftentimes, however, in the larger vessels built for the Continental Navy, the cabin trim was carefully wrought with wainscoting, paneling, and other high degrees of ornamentation and colonial art, and naval architecture has been famous for its decorative and artistic exterior design, especially on the high stern work and counter, where ornamentation went almost rampant, to say nothing of the exceptional care and art that went into the fore gallery and figurehead; but as the more important necessities of war were required, these features were reduced to a moderate minimum in what few American ships of that period were voted by the Marine Committees.

The rigging, chain-plates, shrouds, deadeyes and blocks required the services of a sort of separate trade. The ship-chandler of that period was considered a most important calling and almost bordered upon a profession. Quality and strength were the necessary attributes of his product, for life and success depended upon it as much as upon the seaworthiness of the hull. The pulley-block, with one or more sheaves, was well and strongly made. The chandler, wheelwright and black-

smith therefore, must have been, in a sense, one and the same trade to create such a necessary and important adjunct for the production of power. Many different kinds, shapes and sizes were required to properly supply the needs of the mariner,—from the single and snatch, to the thick-and-thin, differential, nine-pin, double and treble, and sister-block, in fact there were about fifty different varieties of them, including the bulls-eye and the dead-eye. They were usually made of the toughest kind of wood, of fine hard grain and texture; the sheave-pin, or pintle, was usually well lined or bushed with metal, and the block well scored and seized with cordage. Oil and paint were plentiful and moderately reasonable. Flaxseed or linseed oil, turpentine and lampblack formed the most common preservative, while oakum and hemp were used by the ton for calking seams and for supplying rope for the rigging. These commodities had been in use and readily obtainable for centuries, and were most important items in the stock of the ship-chandler. Rope-walks were numerous in most every ship-building locality, and some of them remain today. Tar and the resinous sap of the common pine tree were, of course, extensively employed, as they now are, in all ship work. The sail-maker's loft was as important an institution as that of the ship-chandler. Here were chalked down the shapes and sizes of all the ship's clothing, and here sat the sailmakers with palms and needles plying daily at their trade to supply the immediate as well as reserve needs of craft in construction, in commission, and those that were to follow.

The search for a set of detailed specifications, such as they were, for the construction of an American frigate of the period of the Revolutionary War, such as the *Trumbull*, *Confederacy* and *Raleigh*, has been rewarded,—and as a matter of record the following is given as an interesting supplement, perhaps, for preservation.

“Built under the particular care and inspection of Thomas Thompson Esq^r. Master-Builders, Messrs James Hackett, Stephen Paul, and James Hill, by the direction of John Langdon Esqr. A. D. 1776.”

	length	br'dth	dep.	width
Keel from fore part of stem to after part of stern post	124.6			
Extreme breadth from outside to outside of water		35.		
Hold			11.3	
Lower deck inside to inside midships do at the foremast	128.6	33.9 30.		
From the inside of bow to middle of foremast	17.4	measured		
From the inside of fore to mainmast	59.	on the		
From the main to the mizzenmast	30.6	gun		
From the mizzenmast to the transome	28.	deck		
Between decks			5.4	
Gun deck inside to inside midships	136.	29.		
Waist			5.5	
Main hatch	8.11	7.11		
Fore hatch	4.	5.		
After hatch	8.	5.		
Forecastle	23.	24.7		
Quarterdeck, inside to inside aft	58.	15.6		
Quarterdeck, inside to inside forward		24.6		
Quarterdeck rails	58.6			
Fore channels	23.5			
Main channels	23.8			
Mizzen channels	12.5			
Lower rim of galleries	10.			
Upper rim of galleries	9.6			
Lower stool	6.6			
13 ports each side 2.5x2.8, and 7.2 apart				
Outer part of bow to outer part of head	11.1			
22 lower deck beams			1.2	1.3
29 upper deck beams			1.	1.1½
20 quarterdeck beams			.7	.10
6 forecastle beams			.8	.10
Midship gunwale		1.½	.5	
Thickness of side of lower part of ports, 13 inches				

Dimensions of Masts and Yards.

	diam.	length	head
Mainmast	3.3	86.	1.
Topmast	1.4	50.	.6
Topgallant mast	.8	28.	.2
Foremast	2.1	79.	.11
Foretopmast	1.3	46.	.5½
Foretopgallantmast	.7	26.	.2
Mizzenmast	1.6	74.	.8
Mizzen topmast	.11	37.	.4½
Mizzen topgallantmast	.5	18.	.2
Bowsprit	2.2	51.	
Gibb Boom	1.	36.	
Main Yard	1.6	70.	
Main Topsail Yard	1.1	54.	
Main Topgallant Yard	.7	36.	
Fore yard	1.4	64.	
Fore Topsail Yard	1.1	50.	
Fore Topgallant Yard	.6	30.	
Spritsail yard	.9	45.	
Spritsail topsail yard	.7	35.	
Mizzen yard	.10	66.	
Crossjack yard	.10	50.	
Mizzen topsail yard	.8	36.	
Mizzen topgallant yard	.4½	22.	
Main studdingsail booms	.9	38.	
Fore studdingsail booms	.9	38.	
Topgallant studdingsail booms	.5	25.	
Ensign Staff	.6	30.	
Jack staff	.3	15.	
Lower studding sail booms	.8	40.	
Driver yard	.5	22.	
Driver boom		35.	

Signed,— Thomas Thompson.

IMAGINATION and wonderment have been the two things that have prevailed concerning the question as to how were a handful of able seamen made to understand, and quickly, how to handle the great mass of rigging and work the ship of the days of the Revolutionary War, in fair, fresh, veering, scant and stormy winds, and under the many different conditions so prevalent that required a thorough-going idea of what to do? What did they have to listen to from the afterguard in those days, when preparing to take their departure, as well as when they were actually at sea?

The search for this class of literature in a country which, by its infancy at the time, was more or less responsible for the lack of printing presses to produce such things, has been somewhat difficult, and traditional records, passed down from verbal knowledge by one generation to another, are not so frequently encountered as one would hope for. The verbose specialty of ancient sailordom is now practically an unknown quantity. It was a language of its own, thoroughly understood by those who said it and listened to it and obeyed it, and the respiratory organs of a sailorman of the old days were doubtless well developed and subjected to more than usual strains, as were also the vocal organs, necessitated no doubt by the force and shriek of the elements while under stress of storm and wind; and the accumulated habits of emphatic elocution, perhaps many times abbreviated, so that the King's English might not have been entirely recognized in any other locality than right there on deck. The seaman's vocabulary is one that will probably never become standardized, even today, to say nothing of how much it must have been lacking in that direction in the past. Means of expression were invented and no lexicographers were consulted or appealed to for any expert systems of voice or words, and likewise no set rules were followed for those whose meaning was suddenly desirable to be announced. At sea, in the days of sailing ships, the pure idiomatic diction that came through trumpets was free from tricks or affectation and really was well done. After an exhaustive search for what might have been said to a crew by a First Lieutenant during the Revolutionary War, something as follows might reasonably be attributed to that officer, or the



MODEL OF H. M. S. "AMAZON," FULL-RIGGED SHIP-OF-THE-LINE

Length 23 inches

From the original in the collection of Colonel H. H. Rogers of New York

captain or skipper himself,—discovered in a descriptive excerpt produced long ago:

"Up a hand, loose fore topsail in the top. Bring cable to the capstan. Heave up your anchor. Walk away handsome. Loose your foresail in the brails. Are all your men on board? Those ashore may have a tow, and that's enough. The anchor is apeak. Heave out your foresail. Heave out main topsail. Haul home the topsail sheets. The anchor is aweigh. Walk away. Let fall your foresail. Hoise your fore topsail. Hoise up your main topsail. Up and loose mainsail and set him. Loose spritsail and spritsail-topsail. A brave fresh gale! Bring the fore tack to the cat-head and trim the sails quartering. Heave out the mizzen topsail and set him. Aboard main tack. Aboard fore tack. A-lee the helm handsomely and bring her to easily that she may not stay. Brace the foresail and fore topsail to the mast and haul up lee bowlines that the ship may not stay. Pass the lines for the boats on the lee side and be ready to clap on your tackle. Hoise them in and stow fast. Let go the lee bowline and foresail and weather braces. Right your helm. Haul aft the fore sheet and trim the sails quartering. Loose sprit sail and take aft the sheets and hoise up the spritsail-topsail. Set the main staysail and fore topsail staysail. Set main topsail-staysail and lace your bonnets.

"Up aloft to the main topmast head, and look abroad. Look well to the eastward if ye can see any ships nipped with the wind. A sail! Where? Fair-by! How is she headed? Standing westward with a half starboard tack aboard. A good man to the helm. Do you see your Chase? Aye. How wind you? E.N.E. Then the wind is at N. Keep the Chase open with the litch of the foresail. So. Thus. Keep her thus. Come aft all hands. The ship will steer the better, for she is too much by the head. The Chase hath many guns. It may be she's a privateersman. Port. The Chase is about. Come. Fetch her wake. A lee helm. Veer out fore sheet. Every man stand by handsomely to his business and mind bowlines and braces, tacks and sheets. Haul mainsail, haul. Let go main bowline, top bowline. Haul-of-all-Haul! Shift your helm. Bring her to. Haul main sheet and fore sheet close aft. Set in the lee braces. Haul taut the bowlines. Keep the Chase open under our lee. Gunner! Make all gear

ready. See that all things are ready and that the guns are clear and that nothing pester our decks. Down all hammocks. Gunner! Get your shot at the main. Provide rammers, sponges, ladles, priming-irons, horns, wads and water. Have no gun cloy'd, and when in fight load with langrel. See that your pikes are ready and all our shot well furnished. See that our stock-fowlers and muskets have their chambers filled with good powder and small shot to load them, that should we be laid aboard we might clear our decks.

"She puts her colours abroad. Step aft a hand and send up the stripes. Every man of you to your quarters. Loose all the guns. In the tackles. Knock all ports open. Hold fast. Do not fire until I hail him with voice. Port her down. Edge towards him. No force. He answereth not, but runneth out his guns. Give no fire until within pistol shot. Right your helm. We will run up his side. Starboard a little. Give fire, Gunner. That was well done. Clap in some case shot. Brace the fore topsail that we may not shoot ahead. He is bringing his broadside to bear. He pours in his small shot upon up. Starboard hard. Get to larboard foretack. Trim your topsails. Run out your larboard guns. Starboard! Give no fire until he fall off, that he may get our full broadside. Steady! Port a little! Give fire, Gunner! Good. Come! Aboard him bravely! Enter! Enter! Are you lashed fast? Aye. Cut up the decks. Ply your stink-pots and grenadoes. He cries for Quarter. Good quarter is granted. Lay down your arms. Open your hatches. Settle your sails and furl them. Loose the lashings and let her sag off. Hoise out the shallop. If you offer to make sail, expect no quarter for your lives. Go with the shallop and send aboard the Captain, Lefftenant, Master and Mates, with as many more as the shallop will carry."

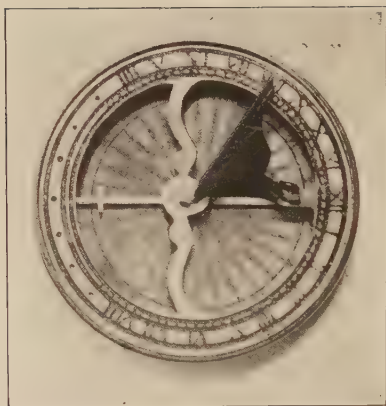
And thus it may have been.

THE duties of the crew were arduous and almost constant. The periods of time allotted to different units to perform these duties were termed "watches." One watch consisted of four hours, beginning at noon or midnight, except between 4 and 6 o'clock P. M., this period being divided into two short watches called the "dog watches," in order to prevent the constant recurrence of duty to the same parts of the crew for the same hours every day. From midnight until 4 A. M. was called the "mid-watch." From 4 A. M. to 8 A. M. the "morning watch"; from 8 A. M. to 12 M. the "forenoon watch"; from 12 M. to 4 P. M. the "afternoon watch"; from 4 to 6 P. M. was the "first dog," and from 6 to 8 P. M. the "second dog watch"; from 8 P. M. until midnight, the "night watch." The "watch billets" were usually posted in some conspicuous place, giving the list of officers and crew divided into watches and the stations where they belonged. While at sea there was a division of the crew into two parts: the "starboard" and the "port" watches. Each one of these watches would attend to the working of the ship for an allotted time. In port, a small watch of three or four men would be appointed to look after the ship while at anchor, and this was termed the "anchor watch." The crew's "mess-billet" was usually made up by the steward, giving the names of the members of the crew and the "mess" to which they belonged when the "mess-call" was piped.

The keeping of time was a somewhat crude ordeal. The half-hour sand-glasses were commonly used, and necessarily required constant and careful vigilance, for turning, as well as the counts and their records. Eight glasses made a watch. Occasionally there was an officer who owned a time-piece—usually an English production—a "bull's eye," by which means the keeping of time at sea was more or less of an accomplished novelty, except when difficulties arose, as they frequently did arise, by reason of its construction and mechanism, that would cause irregularities due to changes in temperature and the motion of the ship,—as escapements had not become entirely perfected.

The introduction of timekeepers that would carry the Greenwich time to any part of the world, by which means Longitude could be found with reasonable certainty, after ascertaining *local* time at sea by observation, by the altitude of heavenly bodies,—was probably due to the invention of John Harrison, who was born at Foulby in the parish of Wragby, in Yorkshire, England, in May, 1693. “Longitude” Harrison, as he was called, was the winner of the reward of £20,000 offered by the *Commissioners for the Discovery of Longitude at Sea*, a body constituted in England in 1714, with power to grant this reward, under the Acts of 12th Queen Anne, after an official voyage to Jamaica in 1761 had been made for the trial of his “No. 4” timekeeper. He left in the *Deptford*, from Spithead for Jamaica by way of Madeira. The practical demonstration of his time-piece was successful, the instrument showing a time error of only 5 seconds (slow), and a longitude position error at Jamaica of only 1½ minutes. A second trial voyage was made in the *Tartar*, Capt. Sir John Lindsay, in 1764, to Barbadoes, 156 days,—the net error being less than a tenth of a second per day. The results of these demonstrations were declared to be successful, and after various other subsequent experiments he was finally granted the reward. He died at his home in Red Lion Square, London, March 24, 1776, in the 83rd year of his age, and is buried in the cemetery of St. John’s Church, Hampstead, London. The word “*chronometer*,” however, was introduced in 1770, by John Arnold (1736-1899) a contemporary of Harrison’s who won much fame and success as an English watchmaker.

Larcum Kendall and Thomas Mudge were, in a sense, disciples of John Harrison, and both endeavored to develop the chronometer along the lines which Harrison had laid down, Kendall striving to eliminate some of the parts of his mechanism, and Mudge to obtain better time-keeping by additional parts and refinement of detail. The work of both these men, however, was of no permanent value and became obsolete almost as soon as it was produced. Kendall was born at Charlbury, Oxford, in 1721, and while apprenticed in 1735, made a pocket watch for Harrison embodying the mechanism of the famous “No. 4.” Kendall’s “K.1” was a masterpiece of workmanship and appearance. This “K.1” was tested at Green-



POCKET SUNDIAL AND COMPASS

Actual size, $1\frac{3}{4}$ inches diameter.

From the collection of L. F. Middlebrook.

wich and was sent to sea in the *Resolution*, Captain Cook, on his second voyage. Its performance was so accurate for this three-year voyage, that Captain Cook had nothing but praise for it.

There is quite a bit of interesting history connected with Kendall's "No. 2" chronometer, made in 1772, for which he received £200. After trial at Greenwich, it was lent to Captain Phipps for his North Polar expedition, and was afterwards used with success on the British North American Station during the Revolutionary War. In 1787 it was again lent to Captain Bligh of the ill-fated *Bounty*, and was carried off in that ship by the mutineers. It remained at Pitcairn Island until 1808, when it was bought by the captain of an American whaler. Stolen from the latter soon after, it next made its appearance at Concepcion in Chili, where it was bought for 3 doubloons by a Spaniard named Castillo. On his death in 1840, it was sold by Alexander Caldelough of Valparaiso for 50 guineas to Captain Thomas Herbert, R. N., who had it repaired by one Mouat at Valparaiso and took it back to England with him in 1843. It now reposes in the Royal United Service Institution at London. Kendall died in 1795.

Thomas Mudge was born at Exeter, England, in 1715, was apprenticed to the clockmaker, Graham, and in 1751 succeeded to his business. He removed to Plymouth in 1771, and completed his first chronometer in 1774; and it "went" for eight days without re-winding. It was placed at Greenwich for test, but was adjudged a failure. His second and third instruments were made to run for 36 hours and were tested in 1779-80, 1783-84, and again in 1789-90, proved faulty, and declined by the Board. In all, Mudge was awarded £3,000 for his efforts and labors and as an encouragement to others to perfect time-keepers of superiority for longitude purposes. Thomas Mudge died in 1794.

Other famous pioneer chronometers were made by Pierre Le Roy (1717-1785), and Ferdinand Berthoud, a Swiss (1729-1807), both of Paris; John Arnold of Cornwall, England (1736-1799), and Thomas Earnshaw of London (1749-1829).

A careful examination of the inventories and vouchers on file showing expenditures for fitting-out the Connecticut State vessels of the Revolution, fails to disclose any chronometers

or timepieces for the purpose of obtaining longitude at sea, and it is therefore safe to assume that the several references to longitude when prizes were taken, were due to the prevailing practice of "dead-reckoning." Various rules and tables were later published in voluminous Nautical "Almanacks," containing methods for computing both latitude and longitude by observation, and these met a great want.

While exploring the veritable surges of receipts and vouchers of all sorts that describe the various articles purchased for the Connecticut State vessels of the Revolution, such pursuit is constantly rewarded by surprises, each one of which would court investigation and historic interest,—and from which it is difficult to abstain,—such, for instance, as:

Hartford, June 19, 1776.

The Colony, to James Jepson, Dr.
For 2 horn-lanthorns, for the "euce"
of the Rogalley "*Whiting*" £1—4—0

January 2, 1776.

Colony, To John Bolles, Dr.
For 12 pr. of span-shackles at 3/4. . £2—0—0
and 12 pr. of hand-cuffs at 3/0. . . . 1—16—0
for the *Shark*, galley.

£3—16—0

July 5, 1776.

The Colony, to Samuel Greenough, Dr.
For 1 Boatswain's Call, for the *Whiting*,
galley 2/8
etc. etc.

This latter subject appears to settle the fact that the "Boatswain's call" was used during the Revolution, as now, to convey the shrill signals of command to the crew; and this, perhaps, more forcibly solicits an inquiry, or a glimpse, into a bit of this known custom which has so long been in vogue,—how the calls were produced, and what they meant,—for the

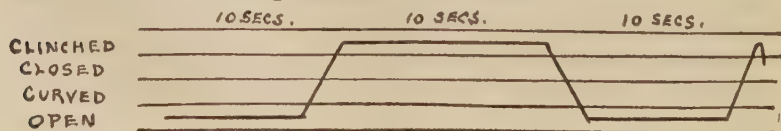
chances are they were practically the same in those days as they are now, as the customs were quite tenaciously adhered to.

Chief Boatswain Stephen McCarthy, U. S. Navy, is responsible for quite a complete treatise or description of the "calls" or "pipes" used by the boatswain and his mates in the days of the sail, as produced in the September, 1913, issue of the *Proceedings of the U. S. Naval Institute*. These calls or pipes were made of metal, about 6 inches long, consisting of a gracefully curved tube or "reed," one end being the mouth-piece and the other being a small spherical bowl, in the top of which, at the end of the tube, was a hole,—its purpose, like all whistles, being to form the tone-chamber and provide the necessary noise when the pipe was blown to attract attention to the "call" that followed. This bowl was reinforced with a thin metal flange, soldered to and along the under side of the pipe or tube to give it strength, as well as a place for a ring therein, for fastening to a lanyard sometimes worn by the one using it. The tuning of these call pipes was a specialty contended with only by those who used and tested them for the tone or pitch desired, by either flattening the end of the tube next the bowl, adding to it by soldering on bits of metal on either side, or by enlarging or sharpening the wind-edge of the hole in the bowl, until its shape was satisfactorily altered to give the desired result by gentle as well as full blast from the tube. They were capable of producing smooth, trilled, or undulating note-results, and many other degrees of expressive tones, according to the way the bowl was held in the palm of the hand, whether clinched, covered, curved or open, depending upon the positions of the fingers surrounding the bowl, as well as upon the skill of the boatswain in the use of his tongue, especially in the trill or rattle-shrill, and the lung-pressure brought to bear in the pipe for different calls desired.

Many were the boatswain's pipe-signals, preceding his "calls." These piped or whistled signals, according to old navy custom, were varied. The same, long-drawn, and the other short and staccato, would have different meanings. Among the different calls used as orders to the crew, preceded by the pipe of the boatswain, may be mentioned the following:

Stand By	All Hands Make Sail	Hold the Reel
Aloft Topmen	Aloft Lower Yardmen	Veer
Lay Out	Trice Up	Boat Call (Dinghy,
Sway Out your Chains	Out Fid	Barge, Gig, Yawl)
Out Brooms	Attention to Orders	and other Combi-
Hoist Away	Belay	nation Calls
Alongside	Away	Down All Bags
All Hands	To Quarters	To Muster
Call Mates	Heave Around	Hold Fast
Aloft Light Yardmen	Pipe Down	Heave the Log
Break Stops	Side Call	Pipe Sweepers
Sway for Lowering	Up All Hammocks	All Hands Up Anchor
Tend and Lift Braces	All Hands Bury the	Save Ship
Haul	Dead	Lay In
Over the Side	Set Taut	Hurrah
All the Watch		

The ceremony of piping officers of rank or other officials "over the side," was somewhat of a dignified proceeding, and when the officer-of-the-deck ordered "Tend the side six boys," the "SIDE CALL" was blown, with the pipe "open" and "clinched," and generally necessitating the expenditure of at least thirty seconds' worth of warm air, split up into about three changes of ten seconds each, according to the lung capacity of the boatswain, who usually signalled three slurred veers, commencing with the lowest open smooth note and rising to the shrill, then falling to the low note again, and finishing with a low, soft shrill; the boys lining up according to size on each side of the gangway, the smallest inboard. The boatswain's mate taking his station close to the forward line of side tenders at a point where he could watch the approach of the boat containing the dignitary, captain or admiral, and the officer-of-the-deck stationing himself directly inboard of the gangway and facing outboard. There were usually eight side-boys drilled for this ceremony, and they were selected from the youngest and most natty of the crew. The following diagram is meant to convey the tone-scope of the "Side Call."



To illustrate the importance of this ceremonious and time-honored call, it is said of a certain chief boatswain afflicted with the nautical disease of exaggerated humor, that when he was once piping a certain high dignitary over the side, he burst his whistle and killed two of the nearest side boys when it exploded. The piped call was lengthened in proportion to the rank, and Admirals were always honored with the full breath of the side-tender, and it is said that it was a Connecticut boatswain who piped General Washington over the side of the *Alfred*, when he made his visit to New London Harbor in April, 1776.



THE knowledge of seamanship in all its phases, was most important, as was also the ability to make the required nautical calculations in practical navigation. The "form" of the ship was regulated by the proper distribution of her ballast according to the tendency to pitching and rolling, which was modulated by this means. Pitching was what most fatigued a ship and her masts. Although rolling caused a more considerable movement than pitching, accidents were less frequent, as the rolling movement was a slower one, but the prevention of the latter was none the less proper. This was, in general, easily obtained without detriment to the ship carrying a stiff spread of sail, and it was the practice to stow the ballast, if of iron, up to the floor heads, as it had a tendency to recall the ship less violently after her incline, and acted nearly as a center of gravity. A high-built vessel was weighted with a "low stow" near the keelson, and a low-built vessel received a "high stow," so that the center of gravity might be raised to avoid her rolling away her masts.

Many were the evolutions to be familiar with, under no end of conditions, and a good seaman-skipper usually knew by training, experience and instinct how to come to anchor in fine and foul weather, where he could ride head to the wind or tide; to anchor with the wind aft; to scud with a foresail and come to anchor; to come to anchor in a crowded harbor and leave clear berths for others; to get under sail when riding to wind and tide by "casting" to starboard or larboard; to veer without losing the wind out of her sails, and to veer a ship that had lost her foremast, and to veer under bare poles; to boxhaul and clubhaul; to bring-to with the fore and main topsails aback, or the three topsails aback; to lie-to in a gale of wind under foresail, mainsail, mizzen or stay sails; to "sound" in fair weather when going close-hauled, or going "large,"—and even to steer a ship when her rudder was lost, as well as multitudes of other things so necessary to contribute for the safety of a ship's rigging and apparel when under way.

The following bit has been observed, showing how a ship was driven to windward when the wind was against the tide, and is given herein to demonstrate one mere item of seamanship knowledge so essential in the sailing days of the eighteenth century:

"If the channel be sufficiently broad, the ship should be drifted broadside to the wind, as the tide will have the greatest power upon her; and could she be backed astern or shot ahead at pleasure she might be kept drifting upon the same tack with safety, but if in a tideway can never be backed so far astern as she would shoot ahead. At the first of a stern-board she will go briskly astern, but will soon fall off and drift with the wind abaft the beam, forging ahead; for this reason she must be drifted with her helm a-lee. It follows, as she will shoot more ahead than she can be backed astern, that she will at length arrive at the opposite shore, when she must be stayed or veered and drifted upon the other tack. If she is to be stayed (which is preferable because less drift will be lost by it) let her sails be filled in time to give her enough headway to bring her about, then put her helm a-lee, but should she refuse stays, then brace sharp round the head-yards, and box-haul her, by which method she will lose much less drift than by veering. If she, now drifting broadside, is approaching a narrow channel, where drifting in this position, she must be veered and dropped, stemming the tide stern foremost. In this case, that the drift may be as much as possible, it will be necessary to take in sail, and reduce her headway till she has only steerage way left; thus a ship may be dropped through a fleet at anchor without danger. Should the wind be across the tide she may be easily drifted in a fairway with her head towards the weather shore, and thus it will be found she can be backed and filled at pleasure and generally drifted with the sails shivering, in which position they oppose least power to prevent the drift. It frequently happens in serpentine rivers the tide sets across, and in this case she must be drifted with her head to the side from which the tide sets."

In order to set forth a fair example of some of the eighteenth century nautical parlance, particularly relating to Riggering.—the following item, which has been discovered, seems interesting to record:

"If you want to bend a topsail in fair weather, overhaul the leeches, put in the ear-rings, bend the bow-line legs, lay out the clews and open them if necessary, and make the sail up snug again; then round down upon the lee-topsail halyards till the weather fly-block is high enough to bring the sail up over

the guard-iron, then rack the tie over to the weather rigging. Now pile your sail upon slings, with the lee-side uppermost, hook on your topsail halyards and run the topsail up to the top, then stretch him round the fore part of the top, bend the jeer and make fast the head ear-rings a few feet up upon the reef tackle pendants, with a roband or two to each bunt-line leg. The jeer being bent, man the reef tackles, bunt-lines and clew-lines, and haul out your sail. Now have your hands lay out upon your yard and haul out your weather ear-rings first, then the leeward, and ease off to windward till your sail is square, when make fast the robands, keeping the head of your sail well upon your yard.

"To set him, let a tackle be in readiness to clap on either sheet as may be required. First man the lee-sheet; and, the sail being loosed, ease down the bunt-lines and lee clew-lines, and haul home the lee sheet, then the weather sheet, hoist the sail and brace up. If the wind is quartering, the lower and topsail yards should be braced well into the wind before you sheet your sail home.

"To take him in, clew up the weather side first, round well in the weather brace, and get your yard close down upon the lifts, otherwise the lee rigging will be in danger of being carried away by the great pressure of your lee yard-arm. If the weather brace can be rounded well in, and the yard be got close down, it will be best to clew up to windward first, for thus your sail may be taken in without a shake, but if the weather brace cannot be hauled in to ease the yard off the lee rigging, clew up the leeward first. In this case, it will be best, if hands can be spared, to man both the clew-lines, bunt-lines and weather brace at the same time; thus, when the lee sheet is eased off, the weather brace may be hauled in with ease, and the yard laid to the wind; and when the lee clew-line is half up, ease off the weather sheet and run up the weather clew-line, then haul tight your lee brace, bowse tight the rolling tackle, and furl your sail."

To rig a main topmast, it was the practice to "tar" the mast head, get the cross-trees over, fix the bolsters and parcel them, put over the burton-pendants, then the shrouds, breast back stay, proper and spring-stay the cap, sway up the mast and fid it, seize in the dead-eyes, stay the mast, set up the

shrouds, rattle them down and lash the bullock blocks to the mast head.

To rig the top-gallant mast, the top rope was sent down and reeved through the sheave-hole and made fast round the hounds of the mast and standing part of the rope, leaving enough end to make fast to the cap, which done, sway them. When the head came through the cap, the spare end or standing part of the top rope was made fast to the cap, the seizing cut, the grommet clapped on, then the shrouds, back-stays and stay, the mast swayed up and fiddled, and the rigging set up.

The bow-sprit was rigged by lashing the collar fore-stay for the bob-stays, and bow-sprit shrouds, then the collar for the spring-stays, then the block for the topmast stay, the man rope fixed, the bow-sprit gammoned and the bob-stays and shrouds set up.

The jib-boom was rigged by putting over the traveller, horses, guys, the top-gallant stay block, and lashing on the blocks for the top-gallant bow-line and jib-down-haul-block to the traveller.

A lower yard was rigged by getting it athwart the gunwale, lashing the jeers, quartering clew-garnets, buntlines, leech-lines and slab-line blocks, then putting over the yard-arms the horses, brace pendants, the yard tackle pendants, then the topsail sheet and lift blocks, reeving the jeers, braces, lifts and yard tackle falls, truss parcels, then swaying the yard and hauling all taut.

A fore topsail yard was rigged by reeving a top rope through the bullock block and sending it down, and, having put over the horses, the top rope was made fast to the middle of the yard, stopping it to the yard arm, then it was swayed up above the top, the brace pendants and lift blocks put over, the lifts and braces reeved, the yard arm seizing cut, the yard crossed, the tye, buntline and clewline blocks lashed, the tye and halyards reeved, the yard swayed up above the cap and parceled, and the clewlines, buntlines and reef tackles reeved.

The top-gallant yard was rigged by seizing the clewline blocks on, putting the horses over the yard arms, swaying it upon the cap, and rigging the yard arms by putting on the brace pendants and lifts, then crossing the yards and parceling it.

"Like a long wintry forest, groves of masts
Shot up their spires; the bellying sheet between,
Possess'd the breezy void."

THE surgeons and their mates were, as now, termed the "saw-bones," and their quarters were located in the after part of the vessel with the other ward-room officers, usually forming a combination of stateroom and apothecary shop. Their inventories consisted not only of their own personal "medicine chests" and cases of surgical instruments, such as they were in those days—including the "turn-key," which must have been a most horrible instrument of torture for the extraction of teeth—but also amongst the other and various items, there was the "bleeder" and numerous lancets, and the actual surgeon's saw itself. Most of these semi-professional artists of those non-sanitary days also boasted of a set of fine steel-beam, hand-balances of tiny dimensions, with brass pans, and minute weights graduated to drams, grains, etc., which were quite generally used in the concoction of their medicines. The surgeon's log was a separate document from the ship's journal, and usually registered the events of the "sick-bay" quite thoroughly, as some of the encountered records show.

From an old-time "medicine pocket-book" of the Revolutionary War days, a few of the *treatments* then in vogue have come to light, four of the most common of which are herewith reproduced, as evidencing what must have happened to the unfortunate of those times when afflicted with *Sea Scurvey*, *Small-Pox*, *Wounds*, or *Broken Bones*.

"FOR SEA SCURVEY. The juices are disposed to putridity from the use of animal food and moist air. Antiseptics therefore will be proper, as vegetables, vegetable acids, fruit, cyder, &c. Infusion of malt in defect of these, or liquors made of molasses or sugar. Bart. & Elix. Vit. acid are good. Liquids impregnated with fixed air for common drink, and wholesome air.

"SMALL-POX. If pulse be full and strong at the beginning, bleed, and if necessary or the period be sufficiently early, purge and give an emetic. During the eruption favor cooling febrifuges with laxative or clysters occasionally; but if the symptoms require it (as low pulse, &c.) gentle cordials and diaphoretics. After the eruption little is generally required but a gentle anodyne at night, proper diluents, and if necessary opening clysters, &c. If purging come on, check it with caution.

If delirium or fever, apply blisters, and if the poek sink, give bark with proper diaphoretics and cordials, especially if malignant or putrid symptoms or pelechiae appear. Spt. Vitrioli dulcis is also good in these cases as are sinapisins to the feet.

“To Inoculate: Take a little matter from a postule after the eruption fever on the point of a lancet and insert it in the arm by making a small puncture or two between the true and scarf skin, which may afterwards be pressed down with the flat side of the lancet. Three or four days afterwards the punctures appear inflamed. In about three days more the precursory symptoms come on and at length the eruption. Give a mercurial purge or two previous to the inoculation. Avoid high seasoned food.

“WOUNDS. Remove extraneous substances, and if the wound be simple, close the lips with slips of sticking plaister or a stitch or two if necessary, and apply lint, either dry, or in case of bleeding, wetted with bals. traumatic, &c. If necessary bleed and purge or give cordials, &c., according to circumstances. Dress with some mild digestive or defensative and if fungous flesh appear, use escharotics,—afterwards cicatrize. If there be loss of flesh defend the part from the air with proper mild vulnary dressings while nature supplies the loss. In other respects (the suture excepted) proceed as above. If an artery or a vein be wounded or divided apply styptics, ligatures, &c., according to circumstances. If a nerve be divided in part (as violent pain, convulsions and delirium will indicate) divide it entirely, as must also be the case with a tendon or artery in like circumstances. If there be fever, bleed, purge, and give cooling febrifuges, and if inflammation, apply emollient poultices and fomentations. If the patient is low and the wound does not go on kindly, bark or other proper cordial and strengthening medicines with suitable diet should be prescribed.

“FRACTURES. Replace the ends or pieces of the bone, so as to be in their natural situation and keep in that posture by proper compresses, splints, bandages, &c., but not too tight, and pour vinegar on them. If there be great inflammation or tumour, bleed, and use other proper methods to remove them before attempting reduction. If there be loose fragments or splinters which hinder the extension or reduction, or cause irritation, remove them by proper incisions or otherwise. The

limb or part must be kept still, and proper diet must be ordered. The callus will be formed in a month or two, according to the bone injured, &c. If the fracture be of a desperate kind, or mortification come on, amputation is necessary. The joint should be cautiously moved at times to prevent stiffness, and the medical treatment should be regulated according to the symptoms that arise."

Among the various ship's surgeons in the naval service of Connecticut, possibly Dr. Dominique Tausin was as prominent in his several experiences as any of the medical profession at that time. Many times a prisoner, paroled, exchanged, and taken again, only to serve in some other ship when called for, his record forms a continual self-sacrifice during the entire conflict. As surgeon of the *Oliver Cromwell* before, during, and after her combat with the enemy, when she was taken, his service and skill were in constant demand. His supplies, the last consignment of which was purchased March 8th, 1779, from Latrop & Coit, apothecaries in Norwich, as a matter of interest and record were as follows, and cost the State £306-1-6, as disclosed by the voucher on file with the *Cromwell's* papers:

Manna	Ipecac	Vit. Rinan
Sal. Tart	Antim. Drapher	Castéal Soap
Spir. Wine 1 bot.	Epispastic	Elix. Asthmat
Ammoniac	Cautharives	3 doz. corks
Scammon	Pulv. R. Rhei	Tow
Quicksilver	Sang. Dracoms	Half doz. gal. pots
Molilot Merc.	Alum	Epsom Salts
Merc. Ointment	Ol. Oliv. Opt. 2 bot.	Succ Glycyrrhiza
Cort Peru	Syn Bats Simp.	G. Guaic
Rub Coral	Turner Cerat	Opium
Spir. Lavender	Vinim Emet	Tart Emet.
Pill Conch.	Linen	Emp. Diac. C. G.
Spir. Sal Amon.	1 pint bot.	Basilicum
Croc. Anglic	R. Rhei	P. Cort. Peru
Two Lancets	Sal Nitre	Spir. Coch. Am.
Bottles, phials, pots	Sulphur C. C.	Coriander
4 half pint bots.	Camphor	Cort. Cinnamon.
One Iron pestle	Jallop	Sperm Coli
Senna	B. Capir	Bals Sulp. Anis.
Wormwood Salts	Oxyere	Liniment Arcei
Wine & Camphor,	Tine Myrrha	3 qds. paper
2 bots.	Cons. Ros. Rub.	1 doz. vials
Arabic	Som Anisi	2 doz. pill boxes
	Merc. Cor. Sub.	

His last recorded cruise, thus far observed, was with Captain Smedley in the privateer *Hibernia* (q. v.), when he was again

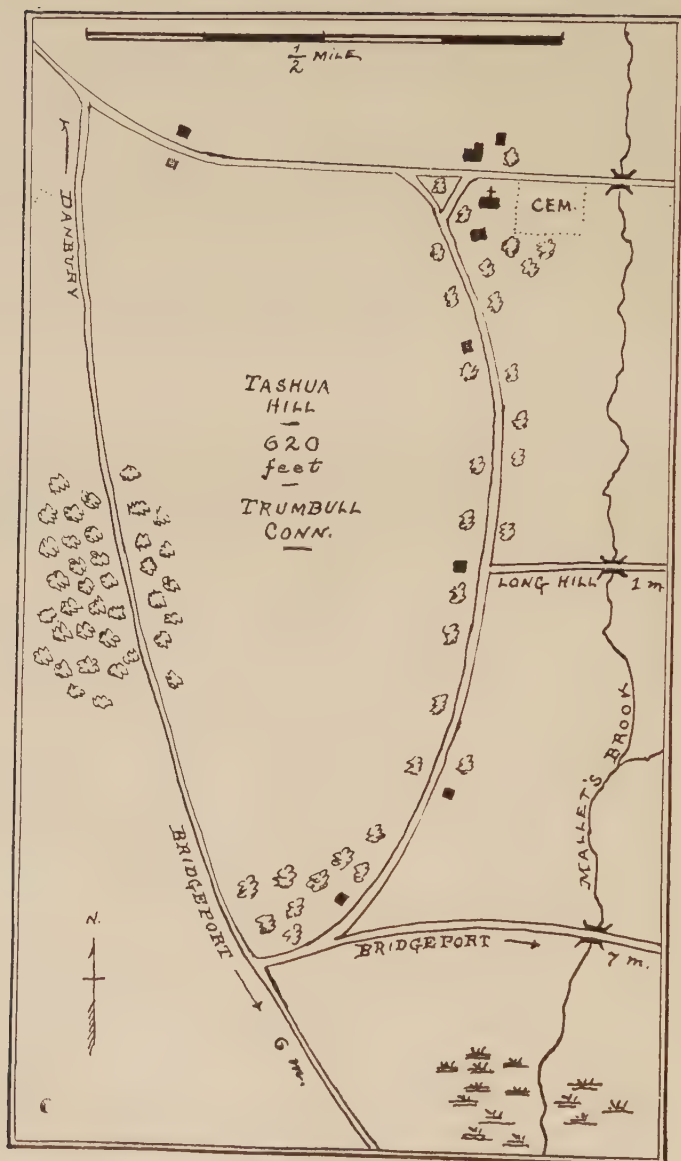
taken prisoner October 29, 1780, and presumably carried to England with others of the *Hibernia's* crew.

Other noted privateer surgeons were Doctors Benjamin Ellis, Gideon Wells, and Chauncey Graham, the latter captured by the British when the ship *Recovery*, Captain Smedley, was taken, but paroled and finally exchanged, and again entering with Capt. Noah Scovel in the brig *Marshall* in March, 1783, and serving until the end of the war.



DURING the Revolutionary War there were various Committees of Inspection and Safety appointed in the several towns of Connecticut, particularly active of which were those near the seaboard. In some of the towns they were locally termed "Committees of Observation," and the Selectmen appointed certain individuals for this purpose who were well qualified locally to keep "watch and ward." These committees were practically Civil Guards, many of whom were patrolling, at different intervals, those parts of the country that were most advantageous, geographically, for observing the movements of enemy ships on Long Island Sound, especially in the vicinity of New York. Many of these guards were necessarily mounted and made frequent excursions to the places of prominence, where unobstructed views could be obtained of that body of water, for the purpose of keeping the people, who then constituted the militia, posted on whatever might be observed in that direction, as a matter of precaution and preparation for invasion.

One of the most important "look-out" stations was at *Tashua Hill*—called by the Indians "Tamtashua"—about six miles northwest of what is now called Bridgeport, Conn.; and during the Revolution this point of vantage was the rendezvous of "intelligence" in the southwestern part of the State, and a large proportion of the naval intelligence came from this spot, perhaps more than any other except New London, because of its altitude. Tashua Hill is a beautifully convexed barren hill, except for one or two trees at its extreme summit, rising some 620 feet above sea level and commanding a remarkable view of Long Island Sound for about half its entire length, east and west. Here it was that parties of two or three gathered in clear weather with their spy-glasses, and made their reports to their town officials and post-riders, spreading whatever intelligence there was, for the benefit of all, by which means a direct preparation for defence was able to be set in motion with little delay. Whether any code of signals was used has not actually been discovered, but in all probability such a system prevailed, as this place of prominence has always been surrounded with these traditions, and in later years was offici-



AN OBSERVATION POINT, FAIRFIELD COUNTY, CONNECTICUT
REVOLUTIONARY WAR

ally recognized by the military authorities as one of the most strategic points of observation on the Atlantic seaboard. Others, less important because of their limits of vision, were at Greenfield Hill, in Fairfield; East and West Rocks and Beacon Hill at New Haven; and Groton, Pequot and Pendleton Hills east of New London; and Lantern Hill in Ledyard.

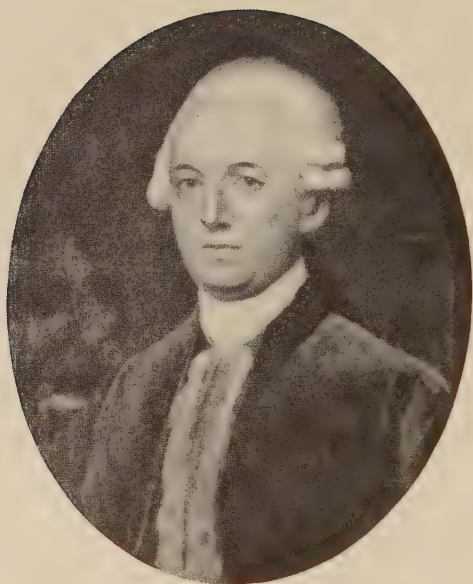


SILAS DEANE.

SILAS DEANE, who has been styled the "*Father of the Revolutionary Marine*," was born at Groton, Connecticut, December 24th, 1737, the son of Silas Deane of that town, where the family settled in 1712. He was graduated at Yale College in 1758, and for some time engaged in teaching school. He came to Wethersfield, Connecticut, in 1761, and was admitted to the Connecticut Bar as an attorney in April of that year. On October 8th, 1763, he married Mehitable, widow of Joseph Webb, Senior, and daughter of Captain Gershom Nott of Wethersfield. He became actively engaged in the West India trade, and was quite well known throughout the Colonies in mercantile circles. His wife died October 13th, 1767. He married for his second wife, Elizabeth Saltonstall of New London, grand-daughter of Governor Saltonstall and a sister of Captain Dudley Saltonstall. She was born June 12th, 1742, and died June 9th, 1777.

About 1768, Silas Deane entered public life as representative from Wethersfield to the Connecticut General Assembly. He was secretary of the Connecticut Committee of Correspondence in 1773, and was selected to represent the Colony at the Continental Congress of 1774, together with Roger Sherman and Eliphalet Dyer, and was a strong advocate of the Union of the Colonies. In 1775 he was credited with the inception of the capture of Ticonderoga, the equipment and subsistence of that expedition having been especially entrusted to him, and which was largely financed from his own funds. He also wrote the agreement which was signed by the hundred young men of Wethersfield who volunteered for the Lexington Alarm of April, 1775, for which they pledged their service. The first Rules for the Continental Navy were formulated by Silas Deane, and on October 15th, 1775, he selected and purchased the first vessel of war for the Continental service (*Alfred*), the original object of which purchase was to obtain arms and munitions of war in France.

Through Deane's exertions, the first naval expedition of the



SILAS DEANE

1737-1789

From a miniature made in Paris

Revolution was arranged, under the command of Esek Hopkins, as commodore of the little fleet that was largely recruited in the latter part of November, 1775, at New London, for the voyage to New Providence in the Bahamas, and which fleet sailed to its place of rendezvous at Philadelphia and the Delaware Bay the following winter, from whence it departed on the expedition which resulted so favorably in the spring of 1776, in the capture of the much needed munitions which were brought to New London in April of that year.

In December, 1775, contracts had been arranged for, through his efforts, by Congress for the purchase of clothing, muskets, cannon, and other munitions for the Revolution. He accordingly departed for France in the capacity of secret commercial agent for Congress, to procure this equipment for thirty thousand men, and in 1776 he was successful in arranging, through Carion de Beaumarchais, for providing twenty-five thousand men with the desired clothing, small arms and cannon, by means of a fictitious firm called Horteletz & Co., and the French Government supplied the capital for the purchase of the supplies and permitted their removal. In 1778 these much needed supplies, to be paid for by return shipments of flour, tobacco, and other needed commodities, arrived in America in eight cargoes, and contributed largely to the American victories of 1777 and 1778. Deane also succeeded in securing the services of a large number of French officers of military experience. Subsequently he became one of the accredited commissioners, with Benjamin Franklin and Arthur Lee, to France from Congress, and was one of the signers of the Treaty of Amity, Commerce and Alliance with that country, February 6th, 1778. After returning to America in 1778, he again sailed for France in 1781, to settle his affairs, where he remained until after the Treaty of Peace had been signed, when he settled in England and died at Deal on the east coast, September 23, 1789.

The *Correspondence of Silas Deane* was published by the Connecticut Historical Society in their Collections, Vol. II. See also *Wharton's Revolutionary Diplomatic Correspondence of the United States*, six volumes; *Adams and Stiles History of Wethersfield*, and *Winsor's Narrative and Critical History*, Vol. VII, Chap. 1.

IN closing PART I of this work, it seems quite appropriate to pay tribute to the Governor of the Colony and State, Jonathan Trumbull, by publishing his *FAREWELL ADDRESS to the INHABITANTS of the State of Connecticut, through the Honorable the Council and House of Representatives, in General Court Assembled, in the month of October, A. D. 1783.*

GENTLEMEN:

A FEW days will bring me to the anniversary of my birthday. Seventy-three years of my life will then be completed; and next May, fifty-one years will have passed since I was first honored with the confidence of the people in a public character. During this period, in different capacities, it has been my lot to be called to public service almost without interruption. Fourteen years I have had the honor to fill the chief seat of Government. With what carefulness, with what zeal and attention to your welfare I have discharged the duties of my several stations, some few of you of equal age with myself, can witness for me from the beginning.

During the latter period none of you are ignorant of the manner in which my public life has been occupied. The watchful care and solicitude of an eight years distressing and unusual War have also fallen to my share and have employed many anxious moments of my latest time, which have been cheerfully devoted to the welfare of my country. Happy am I to find that all these cares, anxieties and solitudes are amply compensated by the noble prospect which now opens to my fellow citizens, of a happy establishment (if we are but wise to improve the precious opportunity) in Peace, tranquility and national independence. With sincere and lively gratitude to Almighty God our Great Protector and Deliverer, and with most hearty congratulations to all our citizens, I felicitate you,, gentlemen, the other freemen, and all the good people of the State, in this glorious prospect.

Impressed with these sentiments of gratitude and felicitations

tions; reviewing the long course of years in which through various events I have had the pleasure to serve the State, contemplating with pleasing wonder and satisfaction at the close of an arduous contest, the noble and enlarged scenes which now present themselves to my country's view, and reflecting at the same time on my advanced stage of life, a life worn out almost, in the constant cares of office, I think it my duty to retire from the busy concerns of public affairs; that at the evening of my days I may sweeten their decline by devoting myself with less avocation and more attention to the duties of religion, the service of my God, and preparation for the future and happier state of existence, in which pleasing employment I shall not cease to remember my country and to make it my ardent prayer that Heaven will not fail to bless her with its choicest favors.

At this auspicious moment, therefore, of my country's happiness, when she has just received the goal of her wishes and obtained the object for which she has so long contended and so nobly struggled, I have to request the favour from you, gentlemen, and through you, from all the freemen of the State, that after May next, I may be excused from any further service in public life, and that from this time I may be no longer considered as an object of your suffrages for any public employment in the State. The reasonableness of my request I am persuaded will be questioned by no one. The length of time I have devoted to their service, with my declining state of vigour and activities will, I please myself, form for me a sufficient and unfailing excuse with my fellow citizens.

At this parting address you will suffer me, gentlemen, to thank you, and all the worthy members of preceding assemblies with whom I have had the honor to act, for all their assistance, counsel, aid and support which I have experienced during my administration in government, and in the warmth of gratitude to assure you that, till my last moments, all your kindness to me shall be remembered, and that my constant prayer shall be employed with Heaven to invoke the Divine Guidance and direction in your future counsels and government.

Age and experience dictate to me, that the zeal which I have been known to serve the public through a long course of years, will, I trust, recommend to the attention of the people some

few thoughts which I shall offer to their consideration on this occasion as my last advisory legacy.

I would in the first place entreat my countrymen as they value their own internal welfare and the good of posterity, that they maintain inviolate by a strict adherence to its original principles, the happy constitution under which we have so long subsisted as a corporation; that for the purpose of national happiness and glory, they will support and strengthen the Federal Union by every constitutional means in their power. The existence of a Congress vested with powers competent to the great national purposes for which that body was instituted, is essential to our national security, establishment and independence. Whether Congress is already vested with such power, is a question worthy, in my opinion, of the most serious, candid, and dispassionate consideration of this legislature and those of all the other Confederate States. For my own part, I do not hesitate to pronounce that in my opinion that body is not possessed of those powers which are fully adequate to the purposes of our general sovereignty nor competent to that energy and exertion of government which are absolutely necessary to the best management and direction of the general weal and the fulfillment of our own expectations. This defect in our Federal institution I have already lamented as the cause of many inconveniences which we have experienced, and unless wisely remedied will, I foresee, be productive of evil disasters, if not fatal to our future union and confederation. In my idea a Congress invested with full and sufficient authorities is an absolute necessary for the great purposes of our Confederate Union, as your legislature is for the support of internal order, regulation and government in the State. Both bodies should be intrusted with powers fully sufficient to answer the design of their several institutions. Their powers should be distinct. They should be clearly defined, ascertained and understood. They should be carefully adhered to. They should be watched over with a wakeful and distinguishing attention of the people. But this watchfulness is far different from that excess of jealousy, which from a mistaken fear of abuse withholds the necessary powers and denies the means which are essential to the end expected. Just as ridiculous is this latter disposition as would be the practice of a farmer who

should deprive his laboring man of the tools necessary for his business, lest he should hurt himself or injure his employer, and yet expects his work accomplished. This kind of excessive jealousy is, in my view, too prevalent at this day, and will, I fear, if not abated, prove a principal means of preventing the enjoyment of our national independence and glory in that extent and perfection which the aspect of our affairs (were we to be wise) so pleasingly promises to us. My countrymen! Suffer me to ask, who are the objects of this jealousy? Who, my fellow citizens, are the men whom we have to fear? Not strangers who have no occasion with our welfare—No! They are the men of our own choice, from among ourselves. A choice (if we are faithful to ourselves) deducted by the most perfect freedom of election; and that election repeated as often as you can wish or as consistent with the good of the people. They are our brethren, acting for themselves as well as for us, the sharers with us in all of the general burthens and benefits. They are men who from interest, affection and every social tie, have the same attachment to our constitution and government as ourselves. Why therefore should we fear them, with this unreasonable jealousy? In our present temper of mind are we not rather to fear ourselves?—to fear the propriety of our own elections?—or rather to fear that from this excess of jealousy and mistrust, each one cautious of his neighbor's love of power and fearing lest if he be trusted he would misuse it, we shall lose all confidence and government and everything tend to anarchy and confusion? From whose horrid womb, should we plunge into it, will spring a government that may justly make us all tremble?

I would also beg that for the support of national faith and honor, as well as domestic tranquility, they would pay the strictest attention to all the sacred rules of justice and equity, by a faithful observation and fulfillment of all public as well as private engagements. Public expenses are unavoidable, and those of the late war, although they fall far short of what might have been expected when compared with the magnitude of the object for which we have contended, the length of the contest, with our unprepared situation and peculiarity of circumstances, yet could not fail to be great. But great as they may appear to be, when for the defence of our invaluable rights

and liberties, the support of our government and our national existence, they have been incurred and allowed by those to whom, by your own choice you have delegated the power and assigned the duty of watching over the common weal and guarding your interests, their public engagements are as binding on the people as your own private contracts, and are to be discharged with the same good faith and punctuality.

I most earnestly request, my fellow citizens, that they revere and practice virtue in all its lovely forms, this being the surest and best establishment of national as well as private felicity and prosperity. That, dismissing as well, all local and confined prejudices as unreasonable and excessive jealousies and suspicions, they study Peace and Harmony with each other, and with the several parts of the Confederated Republic. That they pay an orderly and respectful regard to the laws and regulations of government, and that, making a judicious use of their freedom and frequency of election, which is the great security and palladium of their rights, they will place confidence in their public officers, and submit their public concerns with cheerfulness and readiness to the decisions and determinations of Congress and their own legislatures whose collected and united wisdom the people will find to be a much more sure dependence than the uncertain voice of popular clamor, which most frequently is excited and blown about by the artful and designing part of the community, to effect particular and oftentimes sinister purposes. At such times the steady good sense of the virtuous public, wisely exercised in a judicious choice of their representatives, and a punctual observance of their collected counsels, is the surest guide to national interest, happiness and security.

Finally, my fellow citizens, I exhort you to love one another. Let each one study the good of his neighbor and of the community as his own. Hate strifes, contentions, jealousies, envy, avarice and every evil work, and ground yourselves in this faithful and sure axiom,—that Virtue exalteth a Nation, but that Sin and Evil Works are the Destruction of the People.

I commend you Gentlemen, and the good people of the State, with earnestness and ardour to the blessing, the protection, the counsel and direction of the Great Counsellor and Director, whose wisdom and power is sufficient to establish you as a great

and happy people; and wishing you the favour of this Divine benediction, in my public character, I bid you a long, a happy Adieu.

I am, Gentlemen, Your Most Obedient Humble Servant,
JONATHAN TRUMBULL.

(A true copy, examined by George Wylls, Secretary.)

STATE OF CONNECTICUT.

AT A GENERAL ASSEMBLY *of the* GOVERNOR & COMPANY *of the*
STATE OF CONNECTICUT IN AMERICA; *holden at New Haven*
on the 2nd Thursday of October, A. D. 1783.

WHEREAS, His Excellency Jonathan Trumbull Esqr., Governor and Commander-in-Chief in and over the State of Connecticut, has signified in an address to the General Assembly to be communicated to their constituents, his desire that he might not, considering his advanced age, be considered by the Freemen of this State as an object of their choice at the next General Election, as the Governor has declared his wish to retire, after the expiration of his present appointment, from the cares and business of Government,—

RESOLVED *by This Assembly*: That they consider it as their duty, in behalf of their constituents, to express in terms of the most sincere gratitude their highest respect for His Excellency Governor Trumbull, for the great and eminent services which he has rendered this State during his long and prosperous administration, especially for that display of wisdom, justice, fortitude and magnanimity, joined with the most unremitting attention and perseverance which he has manifested during the late successful though distressing war, which must place the Chief Magistrate of this State in the rank of those great and worthy Patriots who have eminently distinguished themselves as the *Defenders of the Rights of Mankind*.

And that this Assembly consider it as most gracious dispensation of Divine Providence that a life of so much usefulness has been prolonged to such an advanced age with an unimpaired vigour and activity of mind. But if the Freemen of this

State shall think proper to comply with his Excellency's request, it will be the wish of this Assembly that his successor in office may possess those eminent public and private virtues which give so much lustre to the character of him who has in the most honorable manner so long presided over this State.

It is further Resolved, that the Secretary present to Governor Trumbull an authenticated copy of this Act as a Testimonial of the respect and esteem of the Legislature of this State. And the Secretary is further directed, that as soon as he shall be furnished with such copy, he cause the same to be printed, together with this Act.

A true Copy of Record.

Examined by

GEORGE WYLLYS, *Secretary.*

Governor Jonathan Trumbull died August 9th, 1785, at Lebanon, where his remains repose in the family tomb there, upon which is the following inscription:

"Sacred to the memory of Jonathan Trumbull Esqr., who unaided by birth or powerful connexions, but blessed with a noble and virtuous mind, arrived to the highest station in government. His patriotism and firmness during fifty years employment in public life, and particularly in the very important part he acted in the American Revolution, as Governor of Connecticut, the faithful page of History will record.

"Full of years and honors, rich in benevolence, and firm in the faith and hopes of Christianity, he died August 9th, 1785, Aetatis 75."

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